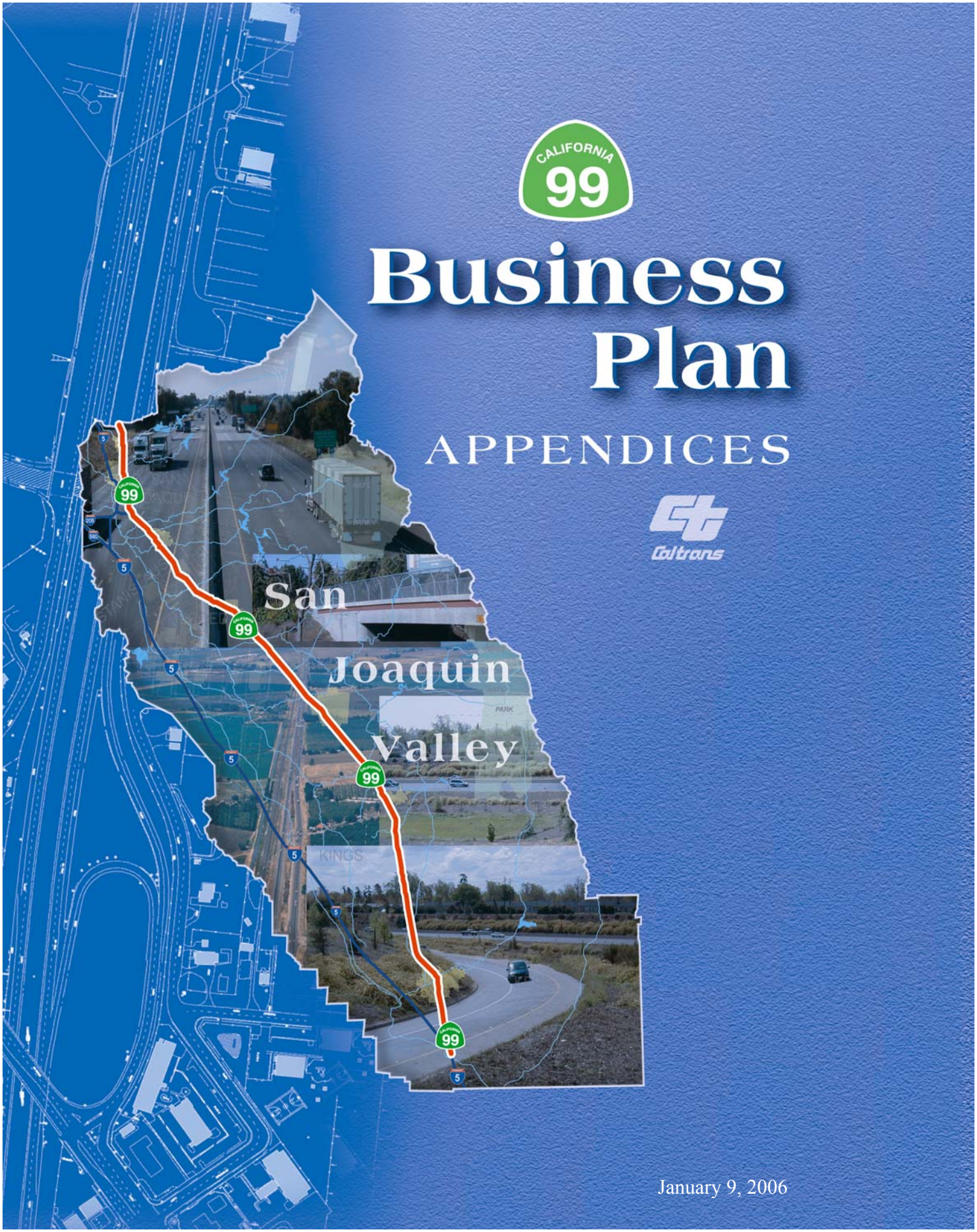
CALIFORNIA
99
Business
Plan
APPENDICES
Caltrans
San
Joaquin
Valley
January 9, 2006

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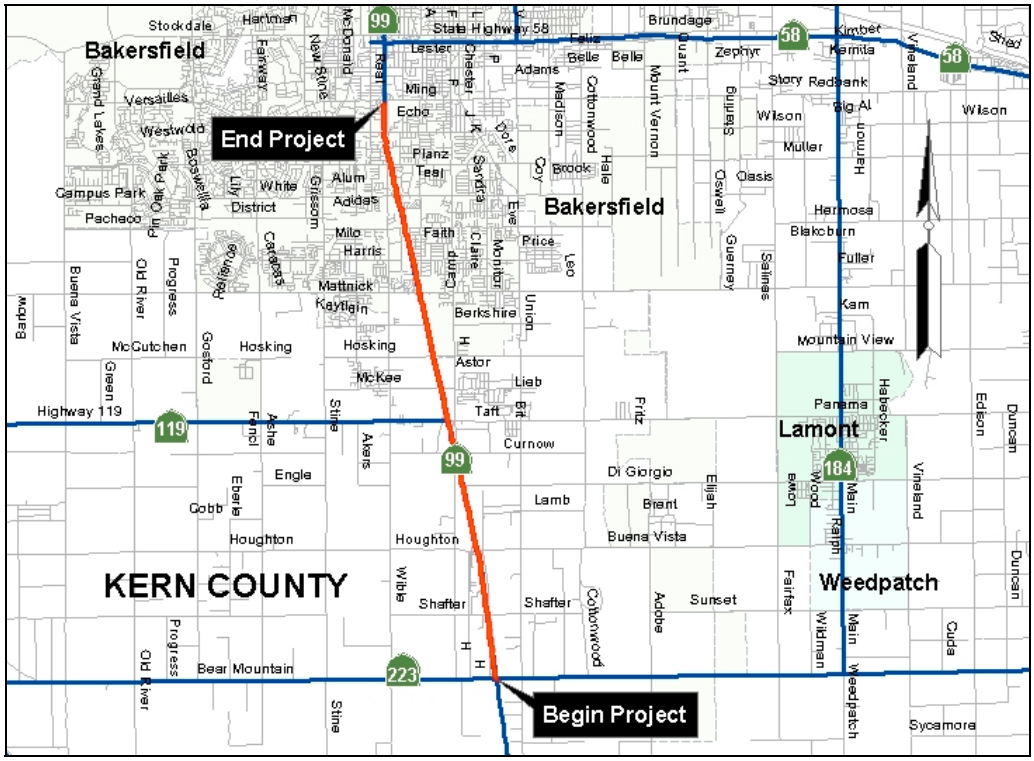
Appendix A

Fact Sheets

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Bear Mountain Blvd to Ming Ave in the City of Bakersfield
Bear Mountain Freeway, 6F to 8F
06-(No EA) Ker-99-PM 13.4 / 22.6

LOCATION MAP: Key Map Project Number 1 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

- Convert the 6-lane freeway to 8 lanes by adding lanes in the median.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
D	F	E	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified
Current Construction Cost: $32-$40 million (05/06 FY)
Current Right-of-Way Cost: $0
Current Support Cost: $9.6-$12 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Bear Mountain Blvd to Ming Ave in the City of Bakersfield
Bear Mountain Freeway, 6F to 8F
06-(No EA) Ker-99-PM 13.4 / 22.6

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 3 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	7 - 8.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes and additional pavement, increased maintenance
Structure	No Change	None
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require more maintenance.
Electrical	No Change	None

PROJECT ISSUES

MEDIAN WIDTH: Throughout this segment, if widening were in the median, Mandatory Design Exceptions would be needed for horizontal clearance of overcrossing columns.

STRUCTURES: On this segment, 9 local road overcrossings do not meet vertical clearance requirements. These structures would be considered for reconstruction with any mainline capacity project; the cost estimates do not include structure reconstruction. Additionally 2 mainline structures would require widening.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

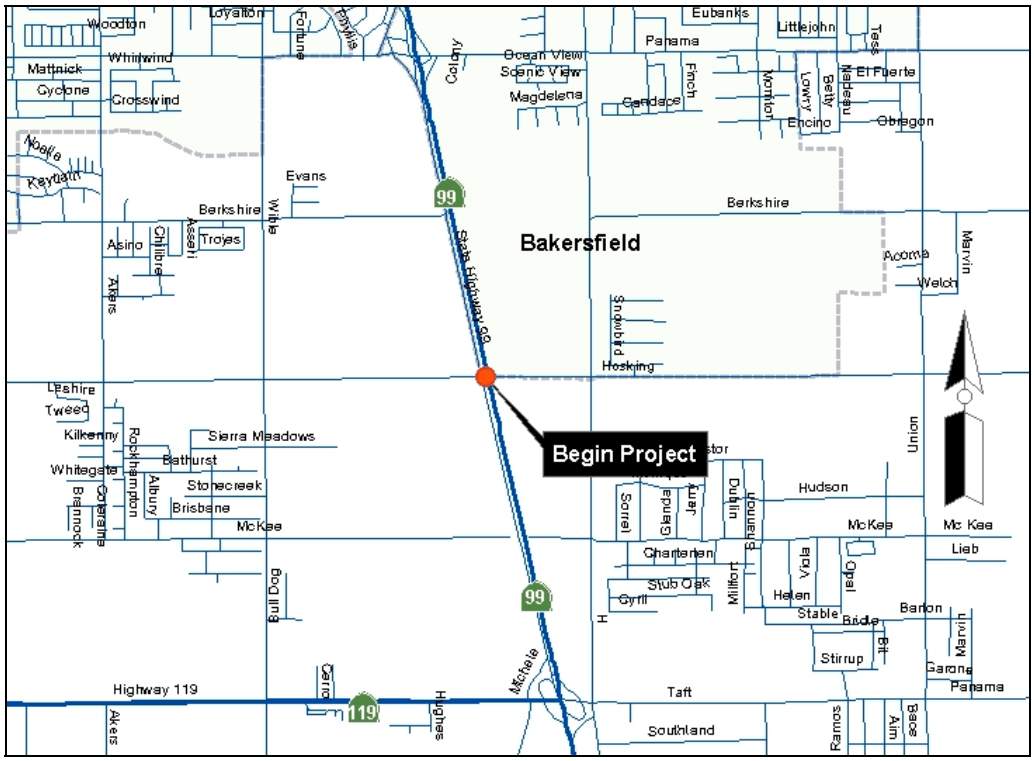
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Sharri Bender-Ehlert (559) 243-3456

Prepared by Rodney W. Bowen

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Hoskings Road in the City of Bakersfield
Hoskings Road Interchange
06-0C930K Ker-99-PM 18.0 / 19.0

LOCATION MAP: Key Map Project Number 2 **PRIORITY CATEGORY 4**



PROJECT DESCRIPTION/SCOPE

Construct new interchange.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves local road circulation.
ADDITIONAL BENEFIT - Relieves congestion at existing adjacent interchanges.
ADDITIONAL BENEFIT - Improves safety and operations at adjacent interchanges by relieving congestion.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (PSR) is currently being developed.
Fund Sources: Locally funded
Current Construction cost: $18 million (05/06 FY)
Current Right-of-Way cost: $2 million (05/06 FY)
Current Support Cost: $6 million (FY 05/06)
Programmed Support Phases: PID In Progress PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Hoskings Road in the City of Bakersfield
Hoskings Road Interchange
06-0C930K Ker-99-PM 18.0 / 19.0

SCHEDULE

Time estimates are cumulative from today through completion of construction. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year, currently in progress
PA&ED:	1 - 2 years
R/W and Design:	2 - 3 years
Construction:	1 - 2 years
Total to Complete:	5 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	New on- and off-ramps
Structure	Increased	New inventory
Landscape, Graffiti, Litter	Increased	Cleanup graffiti on new structures
Electrical	Increased	Signalization, additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: This is primarily a local road circulation project. It is proposed at a location where there is no interchange.

PROJECT DESIGN STANDARDS

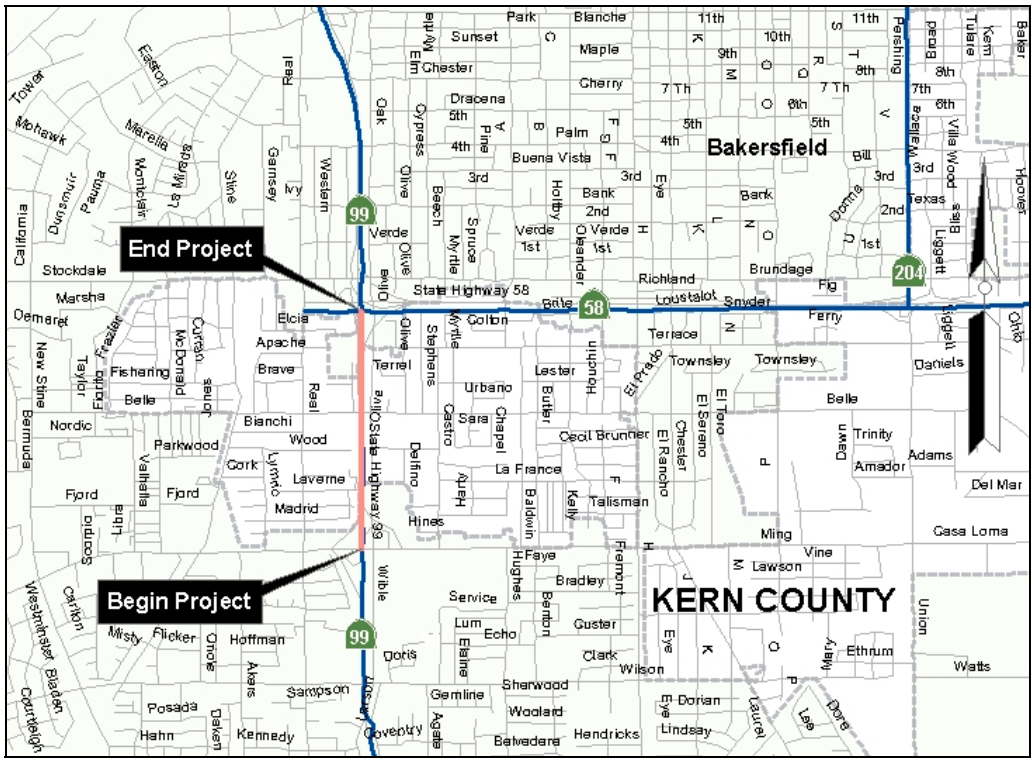
The 13 controlling criteria for design of the interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Sharri Bender-Ehlert (559) 243-3456
Prepared by Rodney W. Bowen

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ming Ave to SR 58 In the City of Bakersfield
Ming Avenue Auxiliary Lane
06-46011K Ker-99-PM 22.7 / 23.2

LOCATION MAP: Key Map Project Number 3 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct auxiliary lane on northbound Route 99 from Ming Avenue to the eastbound Route 99/58-connector ramp.
Replace Belle Terrace Overcrossing.
Widen Wible Road Undercrossing.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves operations by addition of auxiliary lane. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
D	F	D/E	D

ADDITIONAL BENEFIT - Improves safety by relieving congestion.

PROJECT AND FUNDING STATUS

This project is identified as a SHOPP candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in October 2005.
Fund Sources: HB4N
Escalated Construction Cost: $21.4 million (09/10 FY)
Escalated Right-of-Way Cost: $1.1 million (07/08 FY)
Escalated Support Cost: $2.3 million (06/07 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ming Ave to SR 58 In the City of Bakersfield
Ming Avenue Auxiliary Lane
06-46011K Ker-99-PM 22.7 / 23.2

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 4 years
R/W and Design:	1 - 2 years
Construction:	2 years
Total to Complete:	6 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction

	Affect on Costs	Comments
Roadway	Increased	Additional lanes and soundwalls will increase roadway maintenance costs.
Structure	Increased	New retaining wall inventory
Landscape, Graffiti, Litter	Increased	Cleanup graffiti on new structures, additional landscape, and erosion control
Electrical	No Change	None

PROJECT ISSUES

GENERAL: This project is proposed to be funded in the SHOPP.
TRAFFIC MANAGEMENT: Construction of this project would require significant traffic handling.
STRUCTURES: This project would require replacement of a local road structure and widening of a SR 99 structure.
RIGHT-OF-WAY: Right-of-way may be needed to accommodate potential changes in the local road profile.

PROJECT DESIGN STANDARDS

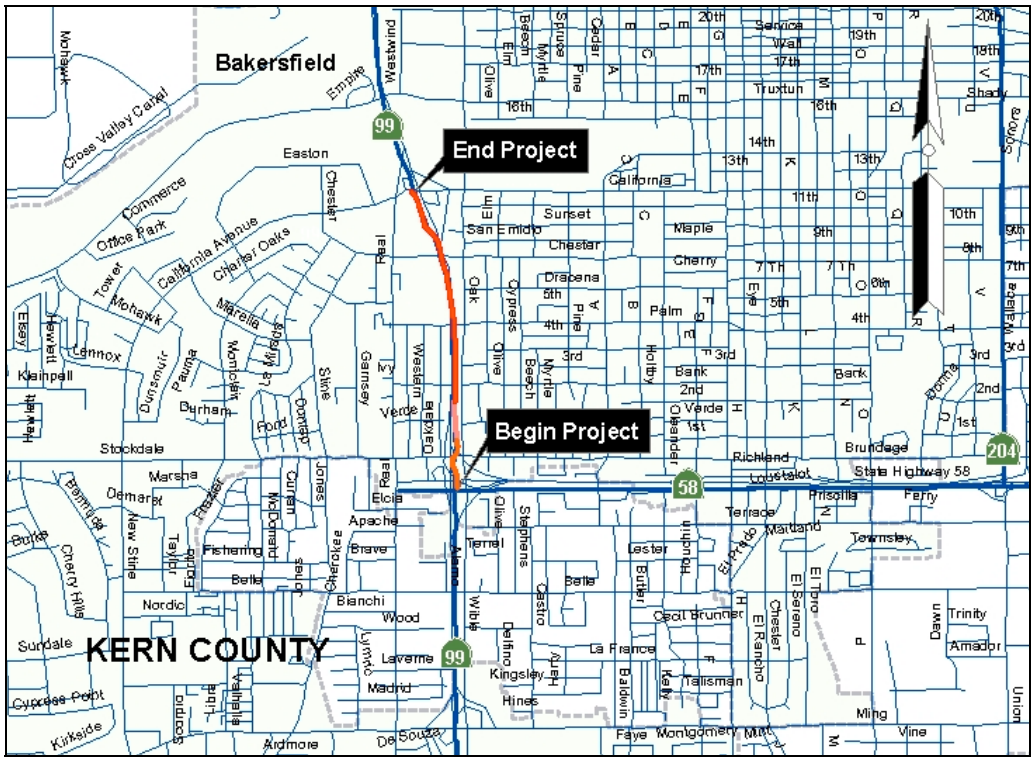
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Mehran Akhavan (559) 243-3442
Prepared by Rodney W. Bowen

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From SR 58 to California Ave in the City of Bakersfield
California Avenue Auxiliary Lane
06-46012K Ker-99-PM 23.9 / R24.6

LOCATION MAP: Key Map Project Number 4 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct auxiliary lane on southbound SR 99 between California Avenue and the Rte 99/58-connector ramp.
Replace Palm Avenue Overcrossing.
Widen California Avenue Undercrossing.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves operations by addition of auxiliary lane. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
D	F	D/E	D

ADDITIONAL BENEFIT - Improves safety by relieving congestion.

PROJECT AND FUNDING STATUS

This project is identified as a SHOPP candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in October 2005
Fund Sources: HB4N
Escalated Construction Cost: $24.5 million (09/10 FY)
Escalated Right-of-Way Cost: $2.2 million (07/08 FY)
Current Support Cost: $4.2 million (PA&ED 05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From SR 58 to California Ave in the City of Bakersfield
California Avenue Auxiliary Lane
06-46012K Ker-99-PM 23.9 / R24.6

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	2 - 3 years
R/W and Design:	2 years
Construction:	1 - 1.5 years
Total to Complete:	5 - 6.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional AC and auxiliary lane will increase roadway maintenance costs.
Structure	Increased	Construct retaining wall and soundwalls.
Landscape, Graffiti, Litter	Increased	Cleanup graffiti, additional landscape.
Electrical	No Change	None

PROJECT ISSUES

GENERAL: This project is proposed to be funded in the SHOPP.
TRAFFIC MANAGEMENT: Construction of this project would require significant traffic handling.
STRUCTURES: This project would require replacement of a local road structure and widening of a SR 99 structure.
RIGHT-OF-WAY: Right-of-way may be needed to accommodate potential changes in the local road profile.

PROJECT DESIGN STANDARDS

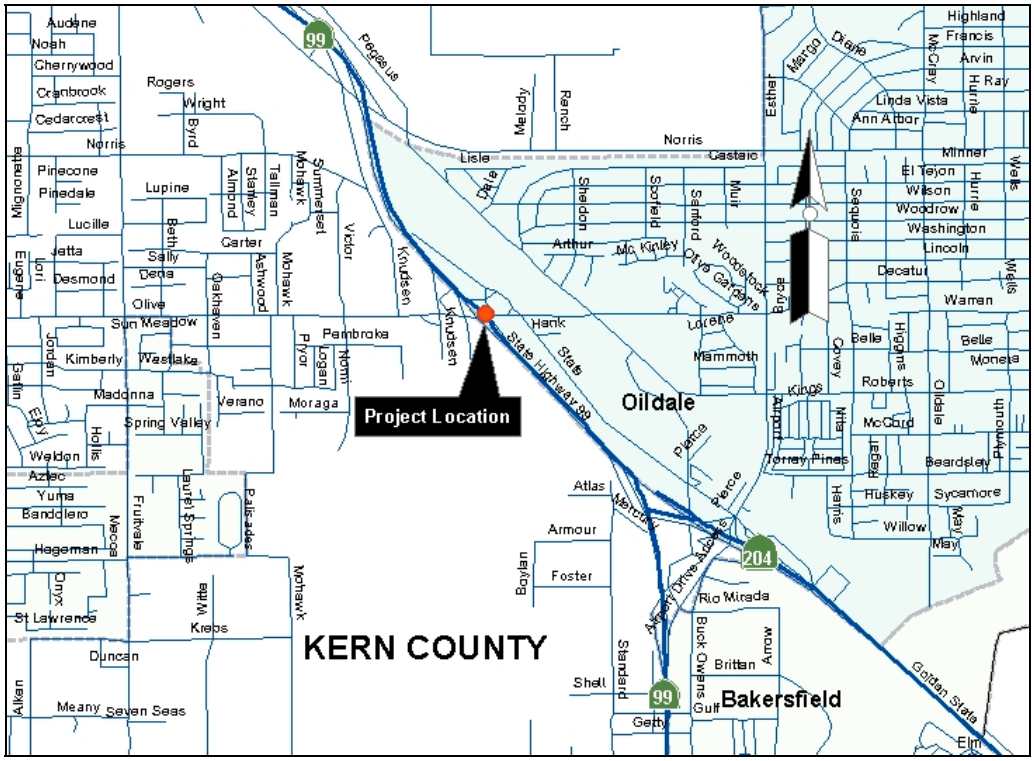
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Mehran Akhavan (559) 243-3442
Prepared by Rodney W. Bowen

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Olive Drive In the City of Bakersfield
Olive Drive Interchange
06-49710K Ker-99-PM 27.8 / 28.1

LOCATION MAP: Key Map Project Number 5 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct interchange improvements and auxiliary lane.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves interchange and freeway operations.
ADDITIONAL BENEFIT - Reduces local road congestion.
ADDITIONAL BENEFIT - Improves safety by reducing congestion.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was initiated but not yet completed.
Fund Sources: None identified
Current Construction cost: $10 - $30 million (05/06 FY)
Current Right-of-Way:$4.0 million (05/06 FY)
Current Support Cost: $3.3 - $10 million (05/06 FY)
Programmed Support Phases: PID In Progress PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Olive Drive In the City of Bakersfield
Olive Drive Interchange
06-49710K Ker-99-PM 27.8 / 28.1

SCHEDULE

Time estimates are cumulative from the current date through completion of construction. The "Total to Complete" estimate assumes continuous programming.

PID:	In progress - estimate 6 months to complete
PA&ED:	2 - 3 years
R/W and Design:	1.5 - 2 years
Construction:	2 years
Total to Complete:	6 - 7.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional auxiliary lane and additional pavement increased
Structure	Increased	None
Landscape, Graffiti, Litter	No Change	Replace existing landscaping
Electrical	No Change	None

PROJECT ISSUES

GENERAL: This project is proposed to be funded by local sources.

RIGHT-OF-WAY: Public involvement is necessary due to potential significant right-of-way impacts.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

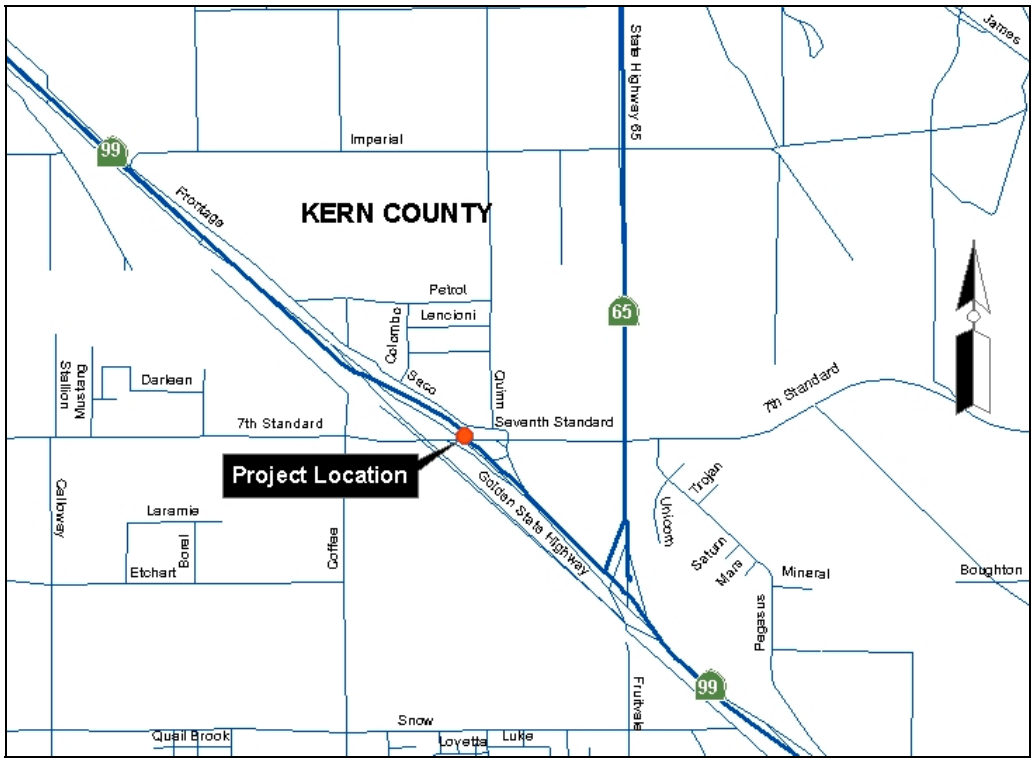
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Sharri Bender-Ehlert (559) 243-3456

Prepared by Rodney W. Bowen

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
In the City of Bakersfield, in Kern County
7th Standard Road Interchange Improvement
06-433501 Tul-99-PM R30.5 / R31.1

LOCATION MAP: Key Map Project Number 6 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange with grade separation.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improve local road circulation and provide for additional local road capacity.
ADDITIONAL BENEFIT - Reduce maintenance costs with construction of new highway structure.

PROJECT AND FUNDING STATUS

This project is programmed and partially funded.
A Project Report and Environmental Document wad approved in July 2003.
Fund Sources: Traffic Congestion Relief Program (TCRP), State Grade Separation Fund, Union Pacific Railroad, Kern County, City of Bakersfield, City of Shafter, and RIP

Escalated Construction cost: $19 million (06/07 FY)	Programmed Construction Amount: $10.5 million
Current Right-of-Way cost: $4.9 million (05/06 FY)	Programmed Right-of-Way Amount: $4.9 million
Current Support Cost: $1.1 (05/06 FY)	Programmed Support Amount: $1.1 million

Programmed Support Phases: PID Completed PA&ED and PS&E $1.1 million R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
In the City of Bakersfield, in Kern County
7th Standard Road Interchange Improvement
06-433501 Tul-99-PM R30.5 / R31.1

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	Completed
R/W and Design:	1.5 - 2 years
Construction:	2 years
Total to Complete:	3.5 - 4 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	New bridge, additional pavement
Structure	Increased	New bridge and existing bridge modifications
Landscape, Graffiti, Litter	Increased	Cleanup graffiti on new structures
Electrical	Increased	Signalization, additional electrical cost, and system maintenance

PROJECT ISSUES

GENERAL: Project PS&E is 95% complete.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

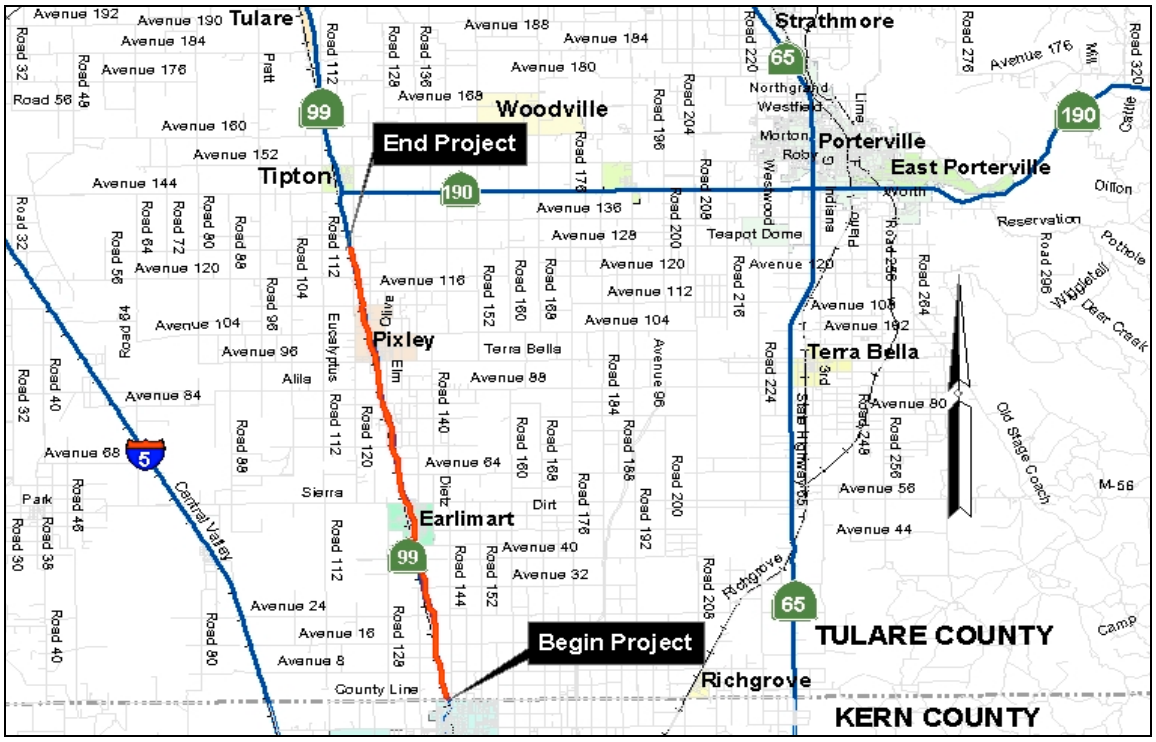
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Sharri Bender-Ehlert (559) 243-3456

Prepared by Rodney W. Bowen

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From the Kern-Tulare County Line to 2.8 miles south of Tipton, in Tulare County
South Tulare 6-Lane, 4F to 6F
06-(No EA) Tul-99-PM 0.0/16.0

LOCATION MAP: Key Map Project Number 7 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction.
Widen 2 bridges.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	D	C

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified
Current Construction Estimate: $90-$100 million (05/06 FY)
Current Right-of-Way Estimate: $0.4 million (05/06FY)
Support Cost Estimate: $27 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From the Kern-Tulare County Line to 2.8 miles south of Tipton, in Tulare County
South Tulare 6-Lane, 4F to 6F
06-(No EA) Tul-99-PM 0.0/16.0

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2.5 - 3 years
Construction:	3 years
Total to Complete:	9.5 - 11 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	Without reconstruction, aging structures will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

MEDIAN WIDTH: Additional lanes could be added in the median in this segment.

STRUCTURES: On this segment, two undercrossing structures would require widening. Seven overcrossing structures do not meet vertical clearance requirements and eight do not meet horizontal clearance requirements. Design exceptions would be required for these locations.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

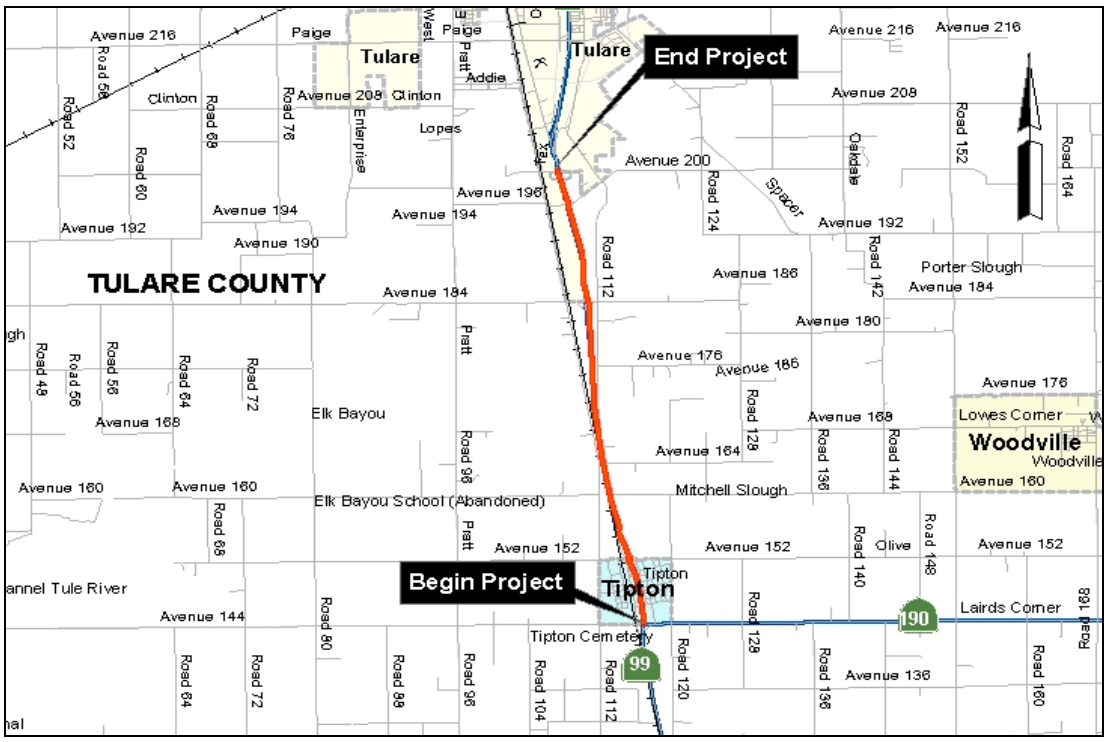
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 2.8 miles south of Tipton to Avenue 200, in Tulare County
Tipton 6-Lane, 4F to 6F
06-(No EA) Tul-99-PM 16.0/25.0

LOCATION MAP: Key Map Project Number 8 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction.
Widen 4 structures.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	D	C

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified
Current Construction Estimate: $55-$65 million (05/06 FY)
Current Right-of-Way Estimate: $0.5 million (05/06FY)
Support Cost Estimate: $20 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 2.8 miles south of Tipton to Avenue 200, in Tulare County
Tipton 6-Lane, 4F to 6F
06-(No EA) Tul-99-PM 16.0/25.0

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2.5 - 3 years
Construction:	2 years
Total to Complete:	8.5 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	Without reconstruction, aging structures will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

MEDIAN WIDTH: Lane additions in the median would require Mandatory Design Exceptions for inside shoulder, outside shoulder, median width, and bridge-related clearance standards.

STRUCTURES: On this segment, 6 mainline structures would require widening and 4 structures do not meet vertical clearance or horizontal clearance requirements.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered at depth for any proposed alternatives.

ENVIRONMENTAL IMPACTS: Cultural and biological resources in the vicinity of historic waterways would control completion of the environmental document. It is expected that phase 2 archaeological studies would be required.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

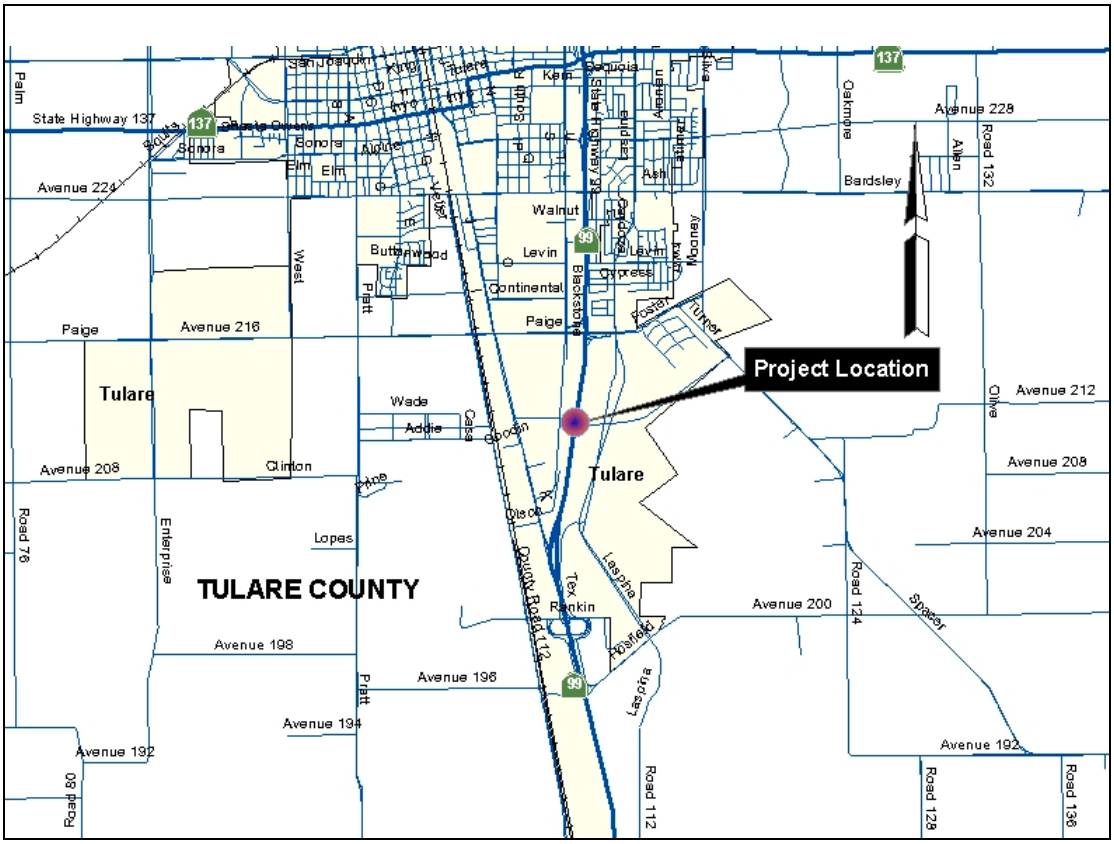
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At International Drive in the City of Tulare
Agri-Center/International Drive Interchange
06-43040K Tul-99-PM 26.3/27.6

LOCATION MAP: Key Map Project Number 9 **PRIORITY CATEGORY 4**



PROJECT DESCRIPTION/SCOPE

Construct new interchange.
Add auxiliary lane to southbound Route 99.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Relieves congestion at adjacent interchanges and on local roads.
ADDITIONAL BENEFIT - Improves operations on Route 99 by the addition of auxiliary lane(s).
ADDITIONAL BENEFIT - Improves safety and operations at adjacent interchanges by relieving congestion.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (PSR) is currently being developed.
Fund Sources: STIP, Federal Demonstration funds, and local impact fees.
Current Construction Estimate: $30 - $38 million (05/06 FY)
Current Right-of-Way Estimate: $0.5 million (05/06FY)
Support Cost Estimate: $9.5 million (05/06 FY)
Programmed Support Phases: PID In Progress PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At International Drive in the City of Tulare
Agri-Center/International Drive Interchange
06-43040K Tul-99-PM 26.3/27.6

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	PSR (PDS) will be completed in 2006
PA&ED:	2 - 3 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	6 - 7 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Increased	More infrastructure requires more maintenance.
Landscape, Graffiti, Litter	Unchanged	It is assumed that this project would not include any ornamental landscaping.
Electrical	Increased	Additional electrical cost and system maintenance.

PROJECT ISSUES

GENERAL: This is primarily a local road circulation project. Consultant engineers are preparing a PID for the City of Tulare. Project funding needs to be secured for PA&ED, PS&E, R/W, and Construction phases. The interchange is needed for access to the Tulare Ag-Center, industrial and commercial retail property, and the southern city limits business district.

PROJECT DESIGN STANDARDS

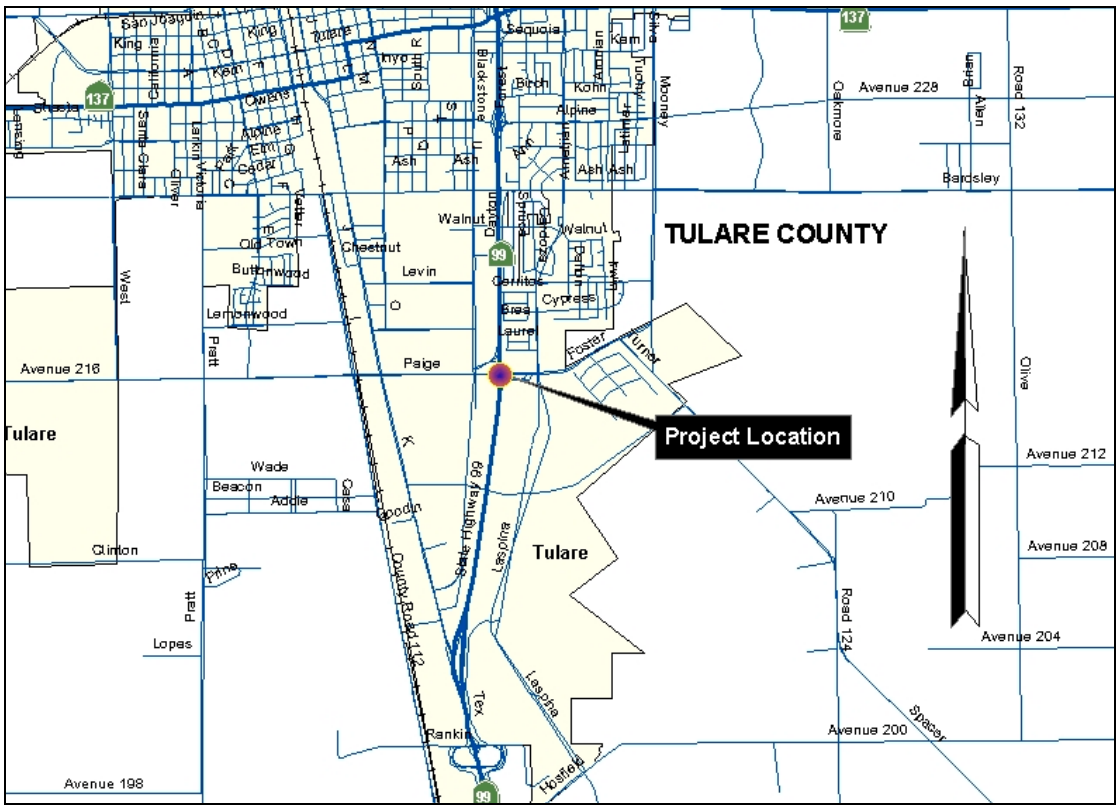
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	N/A	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	N/A	Yes	Yes	Included	
Vertical Clearance	N/A	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Paige Ave in the City of Tulare
Paige Ave Interchange
06-(No EA) Tul-99-PM 27.0/28.0

LOCATION MAP: Key Map Project Number 10 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridge, and 5 ramps.
Provide local road improvements on Paige Road.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves local road circulation and provides for additional local road capacity.
ADDITIONAL BENEFIT - Improves safety and operations by relieving congestion.
ADDITIONAL BENEFIT - Reduces maintenance costs with new highway structure.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (PSR) needs to be initiated.
Fund Sources: None identified.
Current Construction Estimate: $35 - $43 million (05/06 FY)
Current Right-of-Way Estimate: $2.5 million (05/06FY)
Support Cost Estimate: $10.5 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Paige Ave in the City of Tulare
Paige Ave Interchange
06-(No EA) Tul-99-PM 27.0/28.0

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year (A PSR was completed in 1993 and would need updating)
PA&ED:	2 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	7 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Decreased	New bridge and large box culverts would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: The ramp geometry at this location is old, needing geometric improvements for safety and operations. Continued development in the area has placed increased demand on Paige Road and the ramps.

RIGHT-OF-WAY: Right-of-way acquisition would include a gas station and require hazardous waste analysis and possibly remediation.

PROJECT DESIGN STANDARDS

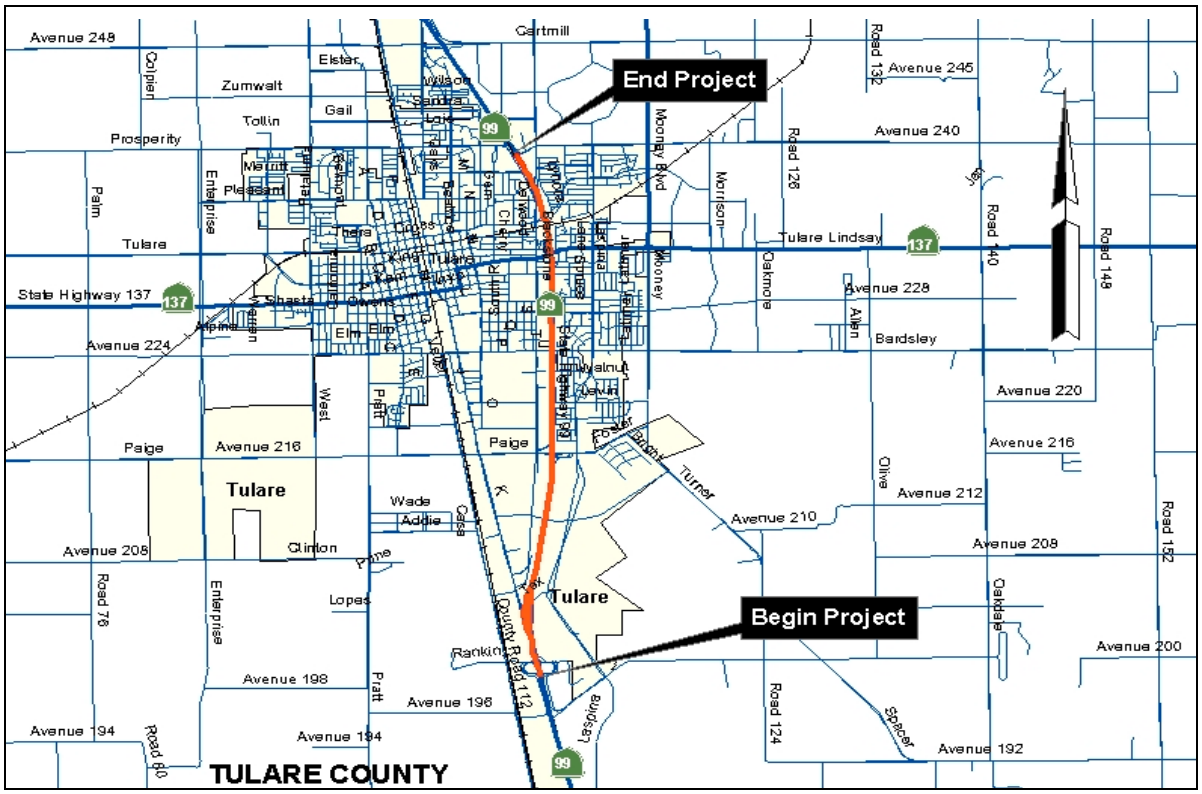
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ave 200 to Prosperity Ave, in the City of Tulare
Tulare 6-Lane, 4F to 6F
06-48950K Tul-99-PM 25.4/30.5

LOCATION MAP: Key Map Project Number 11 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one or two additional lane(s) in the median for traffic in each direction.
Construct auxiliary lanes if needed.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4- or 5-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	C	C

ADDITIONAL BENEFIT - Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) is being developed.
Fund Sources: The project is not funded.
Current Construction Estimate: $70 to $85 million (05/06 FY)
Current Right-of-Way Estimate: $6 million (05/06FY)
Total Support Cost Estimate: $22 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ave 200 to Prosperity Ave, in the City of Tulare
Tulare 6-Lane, 4F to 6F
06-48950K Tul-99-PM 25.4/30.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	2 years
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	9 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	Without reconstruction, aging structures will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

MEDIAN WIDTH: Widening in the median would require approval of Mandatory Design Exceptions.

STRUCTURES: On this segment, 6 structures do not meet vertical clearance and 2 do not meet horizontal clearance requirements.

TRAFFIC HANDLING: This project would significantly disrupt traffic on Route 99, as nighttime lane closures would slow traffic each evening. Construction operations would be costly and difficult in a narrow urban core.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

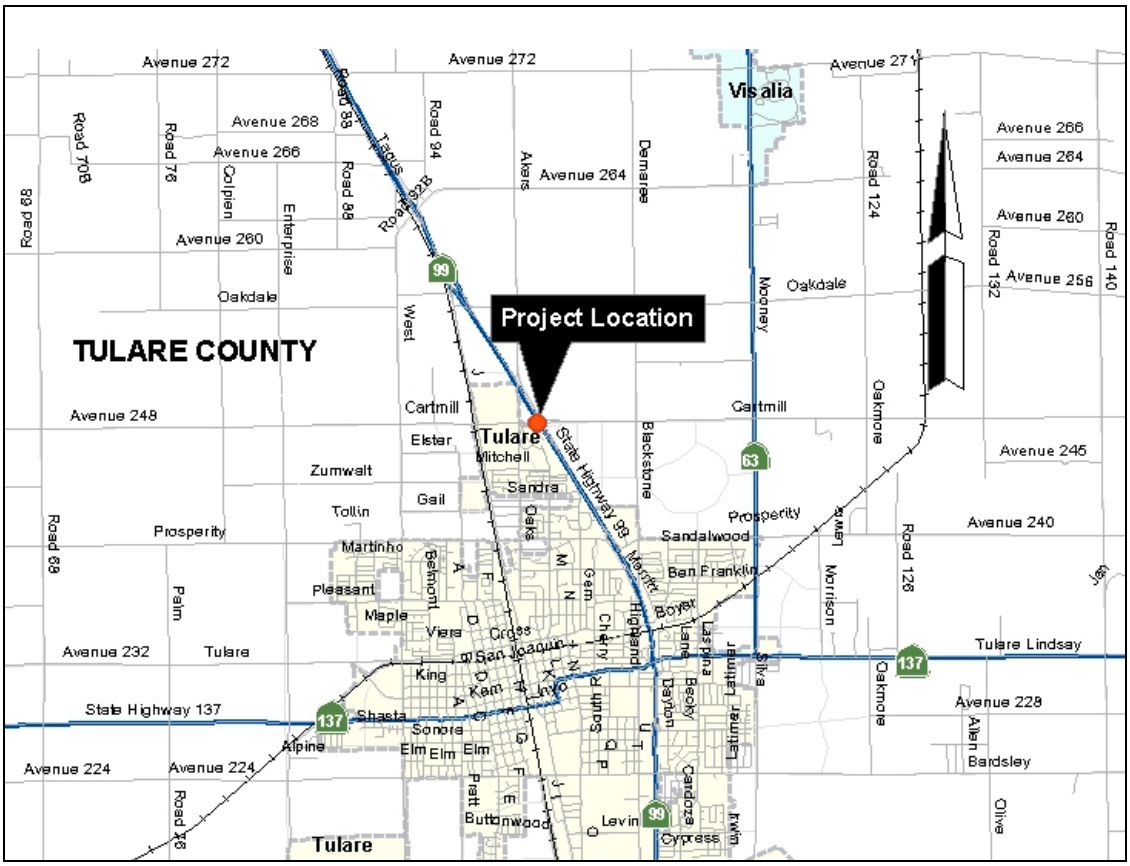
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width				Excluded	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Cartmill Ave in the City of Tulare
Cartmill Ave Interchange
06-33220K Tul-99-PM 31.4/32.4

LOCATION MAP: Key Map Project Number 12 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridge, and 4 ramps.
Provide local road improvements on Cartmill Road.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves local road circulation and provides for additional local road capacity.
ADDITIONAL BENEFIT - Improves safety and operations by relieving congestion.
ADDITIONAL BENEFIT - Reduces maintenance costs with new highway structure.
ADDITIONAL BENEFIT - Corrects non-standard geometry with reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (PSR) was completed and signed in August 1993 and is currently being studied again.
Fund Sources: None identified.
Current Construction Estimate: $29 - $36 million (05/06 FY)
Current Right-of-Way Estimate: $3.0 million (05/06FY)
Support Cost Estimate: $10 million (05/06 FY)
Programmed Support Phases: PID In Progress PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Cartmill Ave in the City of Tulare
Cartmill Ave Interchange
06-33220K Tul-99-PM 31.4/32.4

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	A new PSR is being prepared and should be completed in 2005/2006.
PA&ED:	2 - 3 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	6 - 7 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Decreased	New bridge would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: The proposed improvements are driven by retail and office commercial development. Project initiation studies are ongoing. Various alternatives will be prepared. The primary improvements would be for local road circulation; however, the existing older ramp designs are inadequate for large-scale development and are in need of reconstruction.

RIGHT-OF-WAY: The right-of-way would, for the most part, be dedicated by development as part of the conditions for development.

PROJECT DESIGN STANDARDS

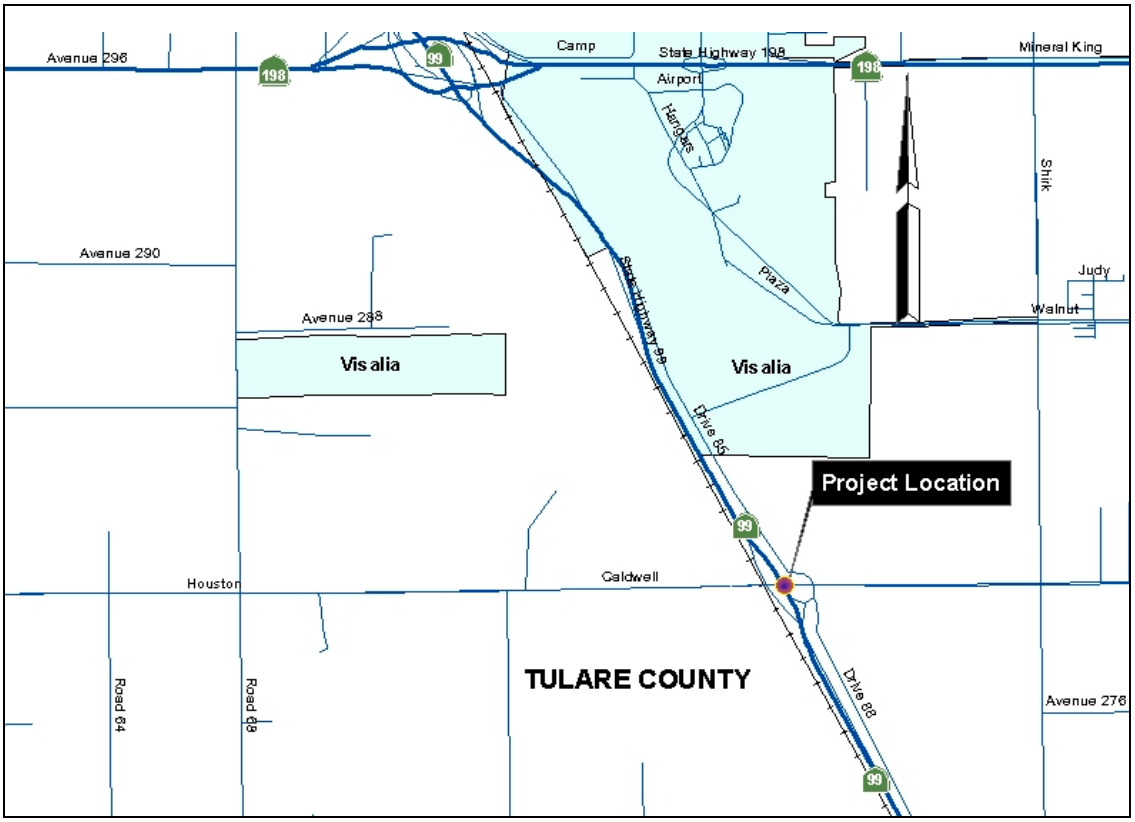
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Caldwell Ave in Tulare County
Caldwell Ave Interchange
06-48740K Tul-99-PM 36.1/36.8

LOCATION MAP: Key Map Project Number 13 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridge, and 5 ramps.
Provide local road improvements on Caldwell Road.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves local road connection to freeway and interchange geometry.
ADDITIONAL BENEFIT - Increases interchange capacity, and improves safety and operations.
ADDITIONAL BENEFIT - Reduces maintenance costs with new highway structure.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (PSR) was completed and signed in November 2003.
Fund Sources: None identified.
Current Construction Estimate: $22 - $26 million (05/06 FY)
Escalated Right-of-Way Estimate: $6.0 million (12/13FY)
Support Cost Estimate: $10.0 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Caldwell Ave in Tulare County
Caldwell Ave Interchange
06-48740K Tul-99-PM 36.1/36.8

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	2 - 3 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	6 - 7 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Decreased	New bridge would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: This is primarily a local road circulation project. The interchange is important for access to southern Visalia where retail, light manufacturing, and commercial business development is occurring. This interchange would effectively provide access to all of southern Visalia.

PROJECT DESIGN STANDARDS

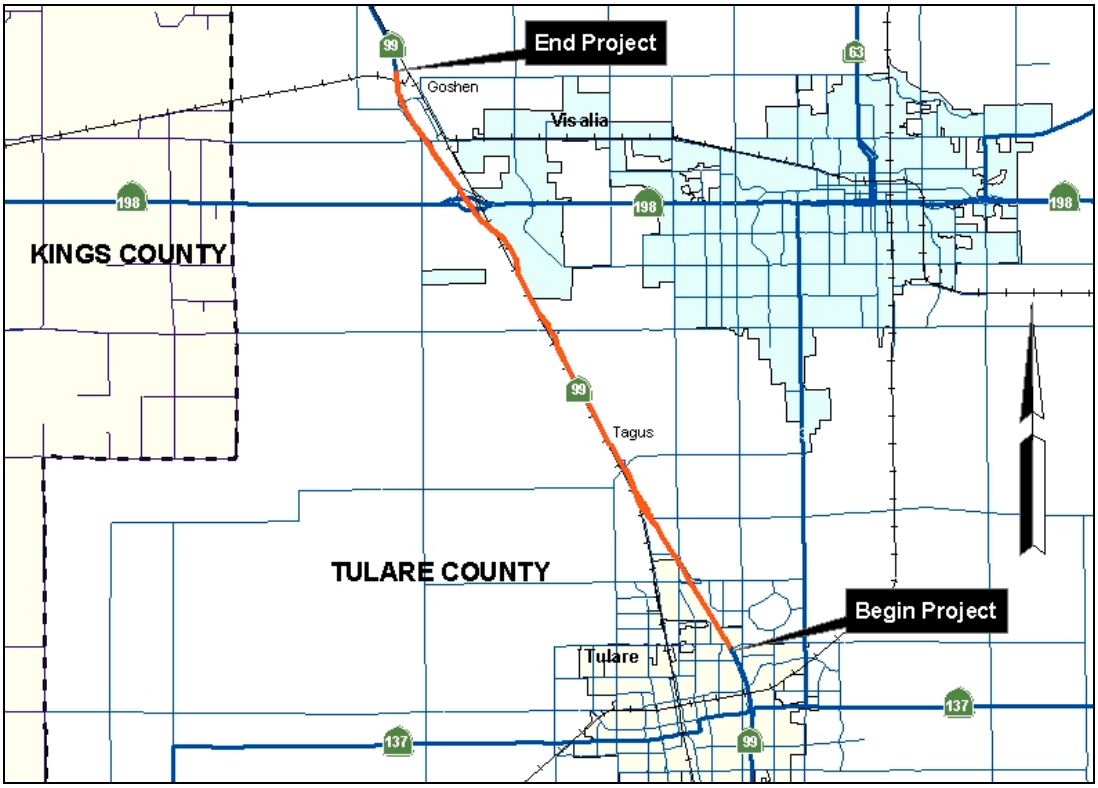
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Unknown	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	No	No	Included	Yes
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Prosperity Ave in the City of Tulare to the Goshen Overhead in Tulare County
Prosperity to Goshen, 4F to 6F
06-36020K Tul-99-PM 30.6/41.3

LOCATION MAP: Key Map Project Number 14 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction.
Reconstruct the existing J-Street partial interchange at the northern limits of the City of Tulare.
Widen or reconstruct 4 bridges.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	D	D

ADDITIONAL BENEFIT - Minor bridge improvements.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was approved and signed in July 2001.
Fund Sources: Not funded as anticipated in the STIP. Project on hold.
Current Construction Estimate: $85-$95 million (05/06 FY)
Current Right-of-Way Estimate: $0.7 million (05/06FY)
Support Cost Estimate: $25 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Prosperity Ave in the City of Tulare to the Goshen Overhead in Tulare County
Prosperity to Goshen, 4F to 6F
06-36020K Tul-99-PM 30.6/41.3

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 4 years
R/W and Design:	2.5 years
Construction:	2 years
Total to Complete:	7 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	Without reconstruction, aging structures will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

MEDIAN WIDTH: Adding lanes on some segments would require approval of a Mandatory Design Exception.
RIGHT-OF-WAY: On some segments where widening may not be permitted in the median, a railroad line is west of the mainline centerline. The freeway will need to be shifted east requiring additional right-of-way.
STRUCTURES: On this segment, 4 mainline structures would require widening. Additionally, 4 structures do not meet vertical or horizontal clearance requirements. Three are part of proposed interchange improvement projects.
PARTIAL INTERCHANGES: Two locations with ramps, but no grade separation, may need to be closed.
PROJECT SCOPE: During the PA&ED work, traffic operations, safety and standards would be studied and considered at depth for any proposed alternatives.

PROJECT DESIGN STANDARDS

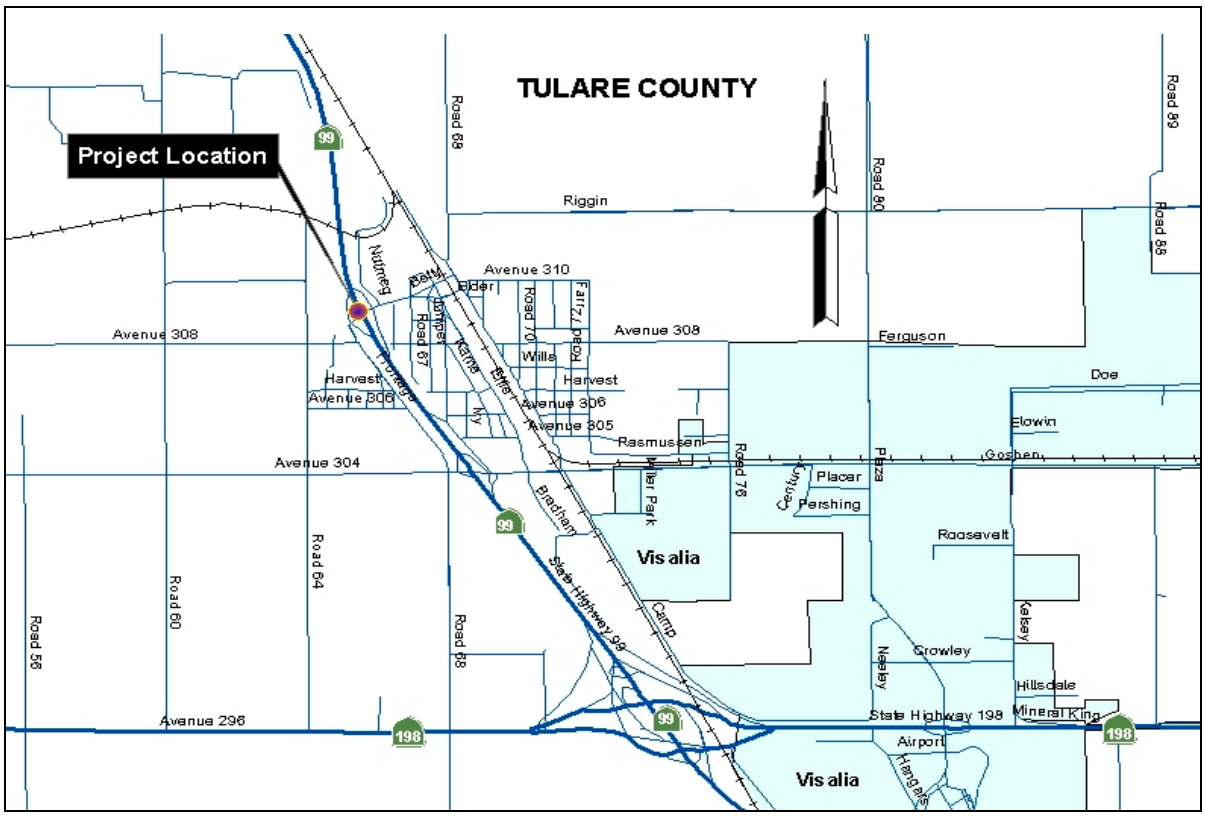
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	No	No	No	Included	Yes
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	No	No	Included	Yes
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Betty Drive in the Community of Goshen
Betty Drive Interchange
06-47150K Tul-99-PM 39.6/41.3

LOCATION MAP: Key Map Project Number 15 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridge, and 4 ramps.
Provide local road improvements on county roads.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves local road circulation, connection to freeway, and interchange geometry.
ADDITIONAL BENEFIT - Increases interchange capacity, and improves safety and operations.
ADDITIONAL BENEFIT - Reduces maintenance costs with new highway structure.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (PSR) was completed and signed in October 2003.
Fund Sources: None identified.
Current Construction Estimate: $32 - $38 million (05/06 FY)
Escalated Right-of-Way Estimate: $7.1 million (09/10FY)
Support Cost Estimate: $10.5 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Betty Drive in the Community of Goshen
Betty Drive Interchange
06-47150K Tul-99-PM 39.6/41.3

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	7 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Decreased	New bridge would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: This is primarily a local road circulation project. This project is needed to serve industrial land north of Visalia and in the community of Goshen. This project would benefit Route 99 as the existing Betty Drive Overcrossing is too narrow for widening Route 99 to 8 lanes.

RIGHT-OF-WAY: The proposed improvement would result in acquisition of a gas station and light retail stores. It is expected that hazardous waste remediation would be part of the gas station acquisition.

PROJECT DESIGN STANDARDS

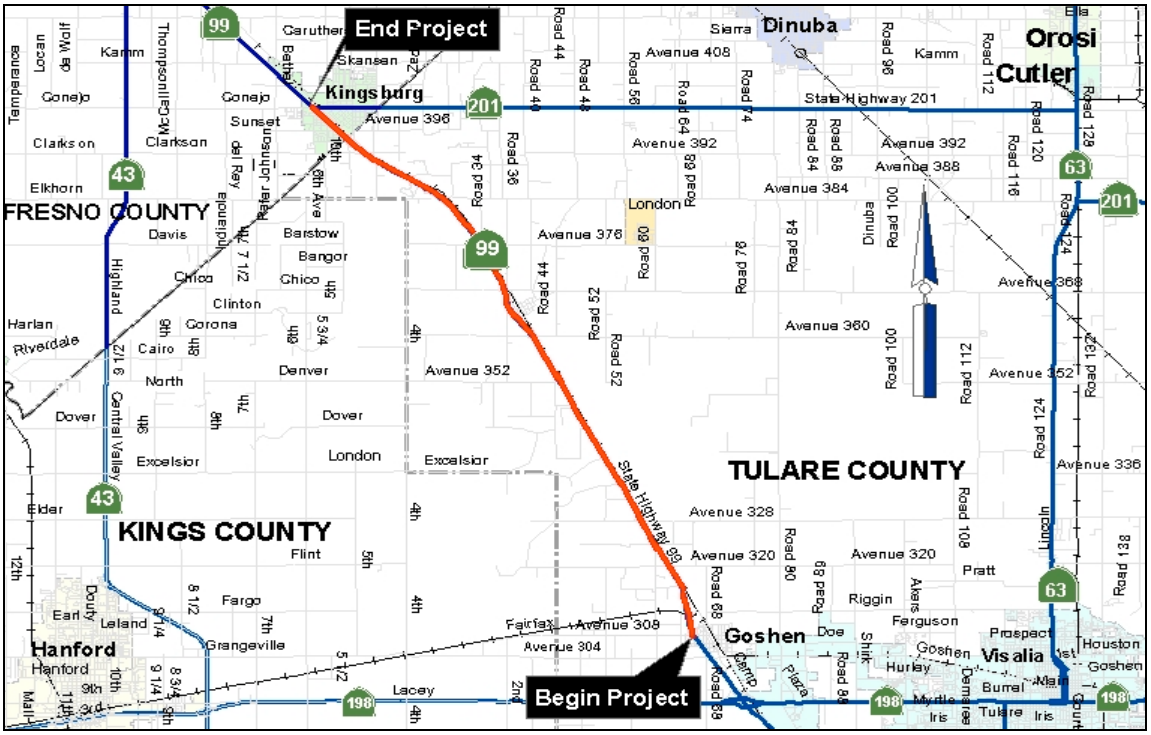
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	No	No	Included	Yes
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Goshen in Tulare County to Kingsburg in Fresno County
Goshen to Kingsburg 6-Lane
06-324500 Tul-99-PM 41.3/53.9, Fre-99-PM 0.0/1.0

LOCATION MAP: Key Map Project Number 16 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane for traffic in each direction.
Widen or reconstruct 9 bridges.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
D	E	D	C

ADDITIONAL BENEFIT – Makes bridge improvements.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
Fund Sources: The project is currently funded in the STIP for PA&ED only.
Escalated Construction Estimate: $124 million (09/10 FY)
Current Right-of-Way Estimate: $1.3 million (06/07FY)
Total Support Cost Estimate: $17 million (06/07 FY)
Programmed Support Phases: PID Completed, PA&ED $2.2 million PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Goshen in Tulare County to Kingsburg in Fresno County
Goshen to Kingsburg 6-Lane
06-324500 Tul-99-PM 41.3/53.9, Fre-99-PM 0.0/1.0

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	1 - 2 years (Draft Project Report completed in 2005)
R/W and Design:	2.5 years
Construction:	2.5 years
Total to Complete:	6 - 7 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	Without reconstruction, aging structures will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

SCHEDULE: Project funding needs to be secured for PA&ED, PS&E, and R/W phases in the 2006 STIP to proceed on schedule.

MEDIAN WIDTH: Adding lanes on some segments would require approval of a Mandatory Design Exception.

STRUCTURES: The bridges over the Kings River were originally constructed in 1940 (NB) and 1957 (SB) and will be considered for age-related reconstruction. Additionally, the current width does not permit lane addition without widening. On this segment, 6 mainline structures would require widening and 3 structures do not meet vertical or horizontal clearance requirements.

PROJECT SCOPE: The Draft Project Report was completed leading to public participation and selection of a preferred alternative.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

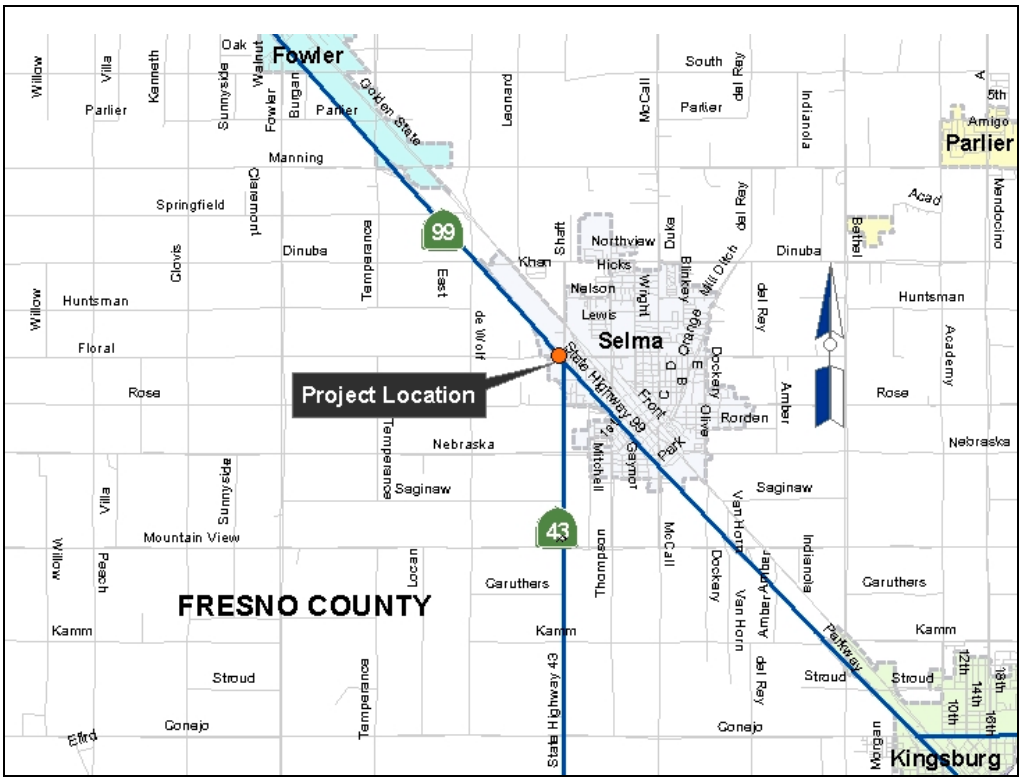
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width				Excluded	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	No	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Floral Rd and SR 43 in the City of Selma
Floral RD/SR 43 Interchange
06-(No EA) Fre-99-PM 6.5

LOCATION MAP: Key Map Project Number 17 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct new highway structure and widen Floral Road.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - New structure would provide for additional local road capacity and accommodate planned development west of Route 99.

ADDITIONAL BENEFIT - New highway structure would reduce maintenance costs.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified.
Current Construction cost: $9.0 million (05/06 FY)
Current Right-of-Way cost: $0 (05/06 FY)
Current Support Cost: $2.7 (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Floral Rd and SR 43 in the City of Selma
Floral RD/SR 43 Interchange
06-(No EA) Fre-99-PM 6.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	7 - 9.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	None	No additional highway infrastructure
Structure	Decreased	New bridge would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

GENERAL: This structure is part of a combined State Route/local road interchange in an urban area. By providing additional local road capacity, interchange operations may be degraded.

TRAFFIC HANDLING: This is a mainline structure and will require significant traffic handling to replace.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469

Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Central Ave and Chestnut Ave in the City of Fresno
Central Ave/Chestnut Ave Interchange
06-(No EA) Fre-99-PM 15.8

LOCATION MAP: Key Map Project Number 18 **PRIORITY CATEGORY 3**

PROJECT DESCRIPTION/SCOPE

Construct interchange improvements.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves ramp intersections and ramp geometry.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified.
Current Construction cost: $12 million (05/06 FY)
Current Right-of-Way cost: $0 million (05/06 FY)
Current Support Cost: $3.6 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

Revised: 12/02/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Central Ave and Chestnut Ave in the City of Fresno
Central Ave/Chestnut Ave Interchange
06-(No EA) Fre-99-PM 15.8

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	1.5 - 2 years
Construction:	1 years
Total to Complete:	5.5 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10-Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Improvements add minimal infrastructure.
Structure	Increased	Overcrossing widening needed
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

GENERAL: The existing interchange is unconventional in that the ramp intersections are located on separate local streets.

STRUCTURES: The existing overcrossings at Chestnut and Central Avenues do not meet vertical or horizontal clearance standards and should be considered for replacement.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

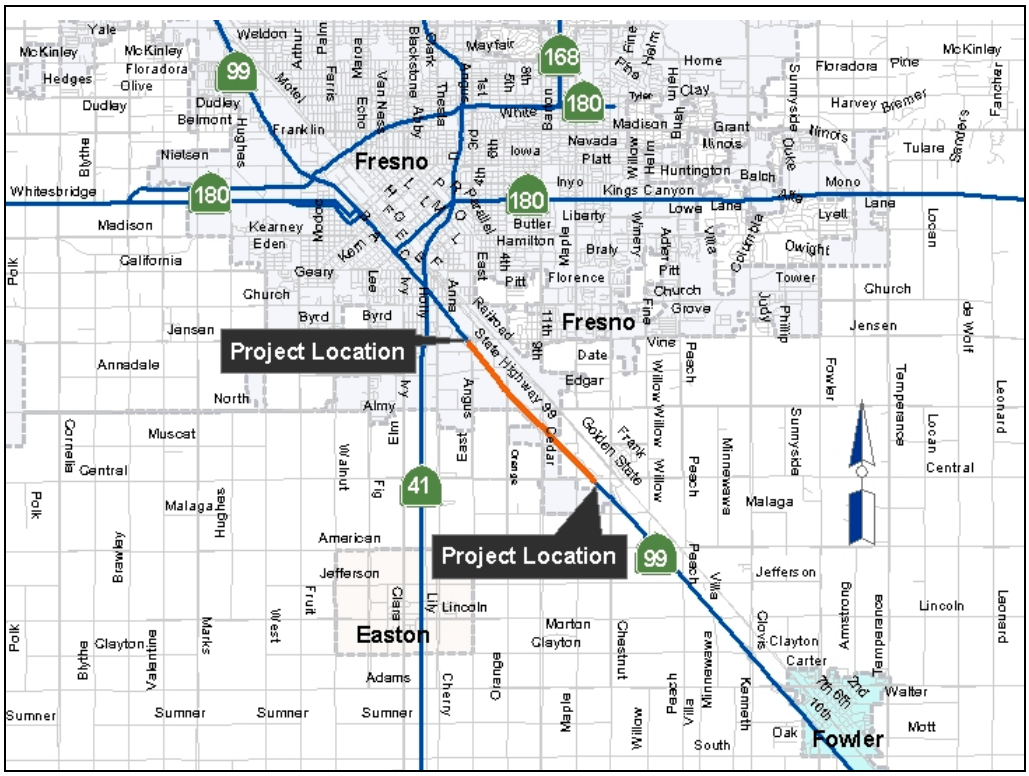
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	N/A	N/A	N/A	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469

Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Central Ave to Jensen Ave in the City of Fresno
Malaga 8 Lane, 6F to 8F
06-(No EA) Fre-99-PM 15.8/18.5

LOCATION MAP: Key Map Project Number 19 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane for traffic in each direction.
Widen bridge over railroad.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
D	F	F	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified.
Current Construction Cost: $12 million (05/06 FY)
Current Right-of-Way Cost: Unknown
Current Support Cost: $3.6 million
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Central Ave to Jensen Ave in the City of Fresno
Malaga 8 Lane, 6F to 8F
06-(No EA) Fre-99-PM 15.8/18.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1.5 years
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	8.5 - 11 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Unknown	Structures may be reconstructed; if so maintenance costs would be reduced.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	None	No additional electrical systems proposed

PROJECT ISSUES

MEDIAN WIDTH: Throughout this segment, the width of the existing median would allow the addition of lanes without the need for a Mandatory Design Exception.

RIGHT-OF-WAY: A railroad overhead would need to be widened for any alternative.

STRUCTURES: On this segment, 4 local road overcrossings and a railroad underpass do not meet vertical or horizontal clearance requirements. These structures would be considered for reconstruction with any mainline capacity project. The cost estimates do not include reconstruction of structures.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

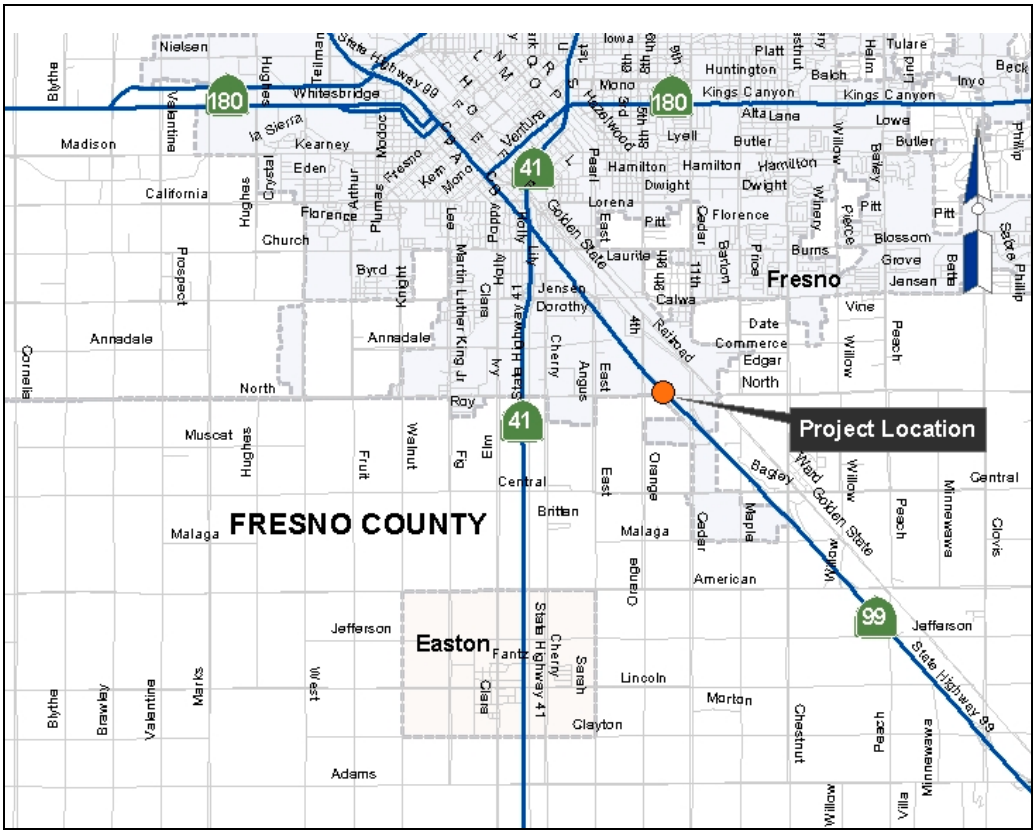
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	Yes
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Unknown	Unknown	Included	Unknown
Vertical Clearance	No	Unknown	Unknown	Included	Unknown
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466

Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Cedar Ave and North Ave in the City of Fresno
Cedar Ave/North Ave Interchange
06-(No EA) Fre-99-PM 17.3

LOCATION MAP: Key Map Project Number 20 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct interchange improvements.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves ramp intersections and ramp geometry.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified.
Current Construction cost: $12 million (05/06 FY)
Current Right-of-Way cost: $0 million (05/06 FY)
Current Support Cost: $3.6 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Cedar Ave and North Ave in the City of Fresno
Cedar Ave/North Ave Interchange
06-(No EA) Fre-99-PM 17.3

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	1.5 - 2 years
Construction:	1 years
Total to Complete:	5.5 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Improvements add minimal infrastructure.
Structure	Increased	Overcrossing widening needed.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

GENERAL: The existing interchange at this location is unconventional in that the ramp intersections are located on separate local streets.

STRUCTURES: The existing overcrossings at Cedar and North Avenues do not meet vertical or horizontal clearance standards and should be considered for replacement.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

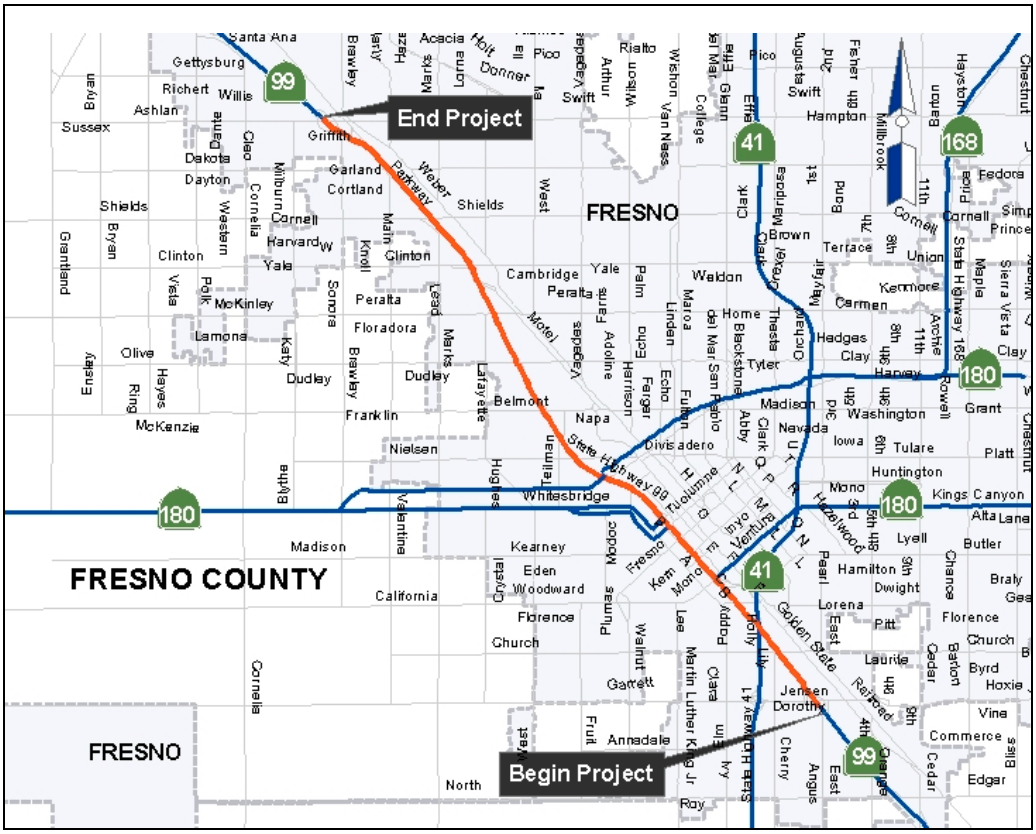
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	N/A	N/A	N/A	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469
Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Jensen Ave to Ashlan Ave in the City of Fresno
Fresno 8 Lane, 6F to 8F
06-(No EA) Fre-99-PM 18.5/26.6

LOCATION MAP: Key Map Project Number 21 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane for traffic in each direction.
Widen and reconstruct structures.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
E	F	F	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified
Current Construction cost: $84 million (05/06 FY)
Current Right-of-Way cost: Unknown
Current Support Cost: $25.2 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

Revised: 12/02/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Jensen Ave to Ashlan Ave in the City of Fresno
Fresno 8 Lane, 6F to 8F
06-(No EA) Fre-99-PM 18.5/26.6

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1.5 years
PA&ED:	3 - 5 years
R/W and Design:	2.5 - 3 years
Construction:	3 years
Total to Complete:	10 - 12.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Unknown	Structures may be reconstructed; if so maintenance costs would be reduced.
Landscape, Graffiti, Litter	Unknown	Added lanes and retaining walls may reduce landscaped area.
Electrical	None	No additional electrical systems proposed

PROJECT ISSUES

MEDIAN WIDTH: Throughout this segment, the width of the existing median would not allow the addition of lanes.

RIGHT-OF-WAY: This segment passes through downtown Fresno and is adjacent to Roeding Park, Mountain View Cemetery, Belmont Memorial Park, and Smith White Playground. Retaining walls would likely be required on this segment to minimize right-of-way impacts.

STRUCTURES: On this segment, 4 mainline structures would require widening. Additionally, a total of 17 structures do not meet vertical clearance requirements, including 11 with closed-end abutments that preclude mainline widening. One structure with closed-end abutments requiring reconstruction is a railroad underpass.

DRAINAGE: 4 Pumping plants would need to be replaced and additional drainage basin capacity would be needed.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

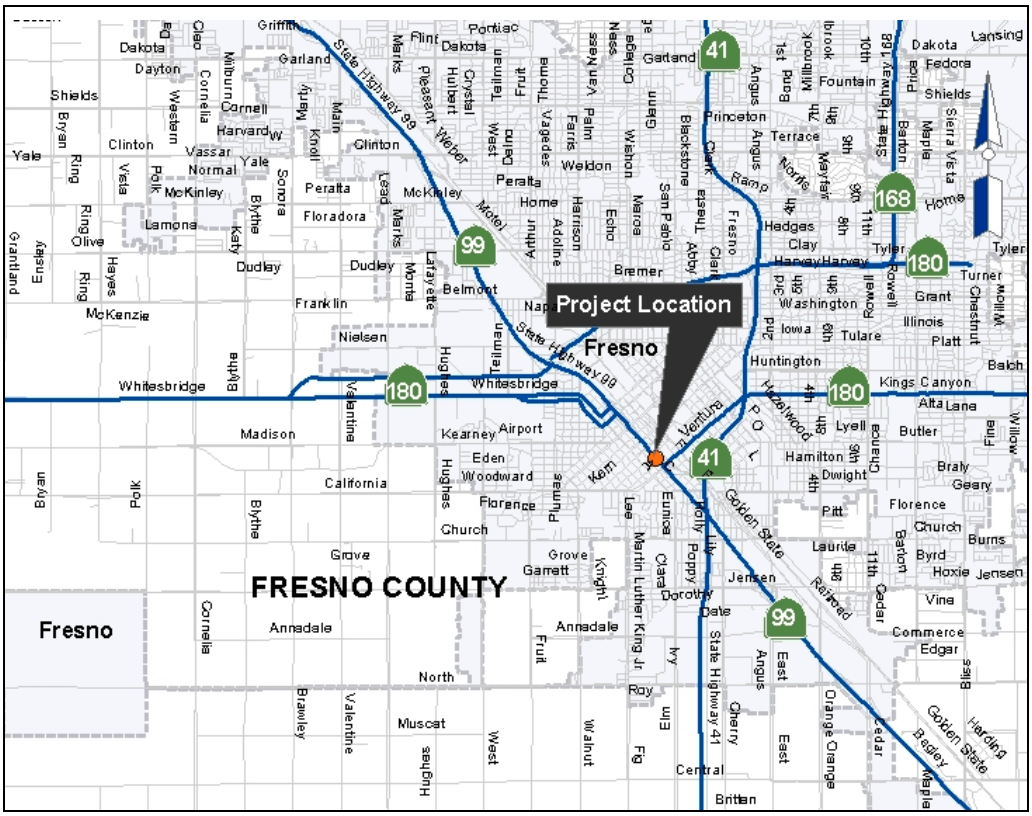
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Unknown	Unknown	Included	Unknown
Vertical Clearance	No	Unknown	Unknown	Included	Unknown
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466

Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Ventura Street in the City of Fresno
Ventura Street Interchange
06-(No EA) Fre-99-PM 20.3

LOCATION MAP: Key Map Project Number 22 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct interchange improvements.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves capacity at ramp intersections.
ADDITIONAL BENEFIT - Improves safety and operations.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified.
Current Construction cost: $8 million (05/06 FY)
Current Right-of-Way cost: None
Current Support Cost: $2.4 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Ventura Street in the City of Fresno
Ventura Street Interchange
06-(No EA) Fre-99-PM 20.3

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	1.5 - 2 years
Construction:	2 years
Total to Complete:	6.5 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Improvements add minimal infrastructure.
Structure	Increased	Overcrossing widening needed.
Landscape, Graffiti, Litter	None	No additional landscaping created.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

STRUCTURE: The existing overcrossing does not meet vertical or horizontal clearance standards and should be considered for replacement. The existing structure precludes future mainline widening.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

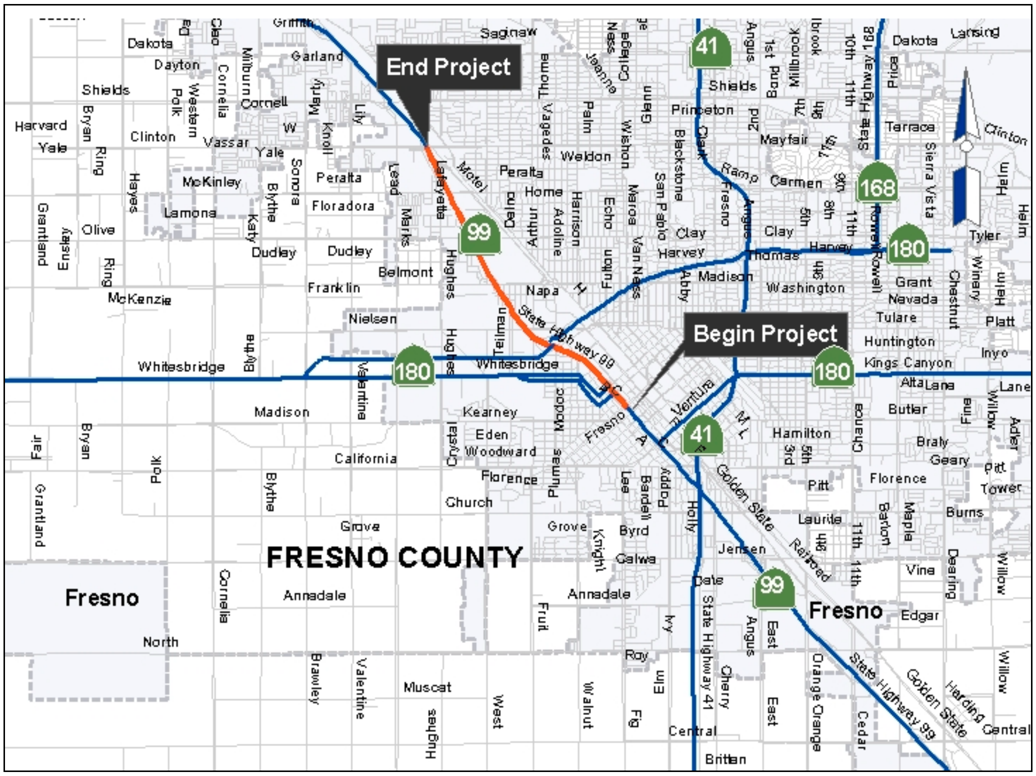
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	N/A	N/A	N/A	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469
Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Fresno St to Clinton Ave in the City of Fresno
Roeding Auxiliary Lane Project
06-39210K Fre-99-PM 20.7/24.4

<u>LOCATION MAP:</u> Key Map Project Number 23 **<u>PRIORITY CATEGORY 3</u>**



<u>PROJECT DESCRIPTION/SCOPE</u>

Construct auxiliary lanes in each direction.
Widen the median to 22 feet.
Replace a minimum of three overcrossing structures.

<u>PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES</u>

PRIMARY PURPOSE - Improves operations by addition of auxiliary lanes. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
F	F	F	D

ADDITIONAL BENEFIT - Improves safety by relieving congestion.

<u>PROJECT AND FUNDING STATUS</u>

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in August 2001.
Fund Sources: None identified.
Current Construction Cost: $39.2 - $58 million (05/06 FY)
Escalated Right-of-Way Cost: $69 - $99 million (07/08 FY)
Current Support Cost: $14.8 million (PA&ED 02/03 FY)
Programmed Support Phases: PID <u>Completed</u> PA&ED $0 PS&E $0 R/W $0 Construction $0

Revised: 12/02/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Fresno St to Clinton Ave in the City of Fresno
Roeding Auxiliary Lane Project
06-39210K Fre-99-PM 20.7/24.4

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 5 years
R/W and Design:	2.5 - 3 years
Construction:	3 years
Total to Complete:	8.5 - 11 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Decreased	New bridges would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	None	No additional electrical systems proposed.

PROJECT ISSUES

MEDIAN WIDTH: Throughout this segment, the width of the existing median would not allow the addition of lanes.

RIGHT-OF-WAY: This segment passes through downtown Fresno and is adjacent to Roeding Park, Mountain View Cemetery, Belmont Memorial Park, and Smith White Playground. Retaining walls would be required for any capacity-increasing project to minimize right-of-way impacts.

STRUCTURES: On this segment, one mainline structure would require widening. Additionally, a total of 8 structures do not meet vertical clearance requirements and have closed-end abutments that preclude mainline widening. One structure with closed-end abutments requires reconstruction of a railroad underpass.

DRAINAGE: 2 Pumping plants need to be replaced and additional drainage basin capacity would need to be added.

OTHER PROJECTS: This segment is within the limits of a candidate 6F to 8F project.

PROJECT SCOPE: During PA&ED work, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

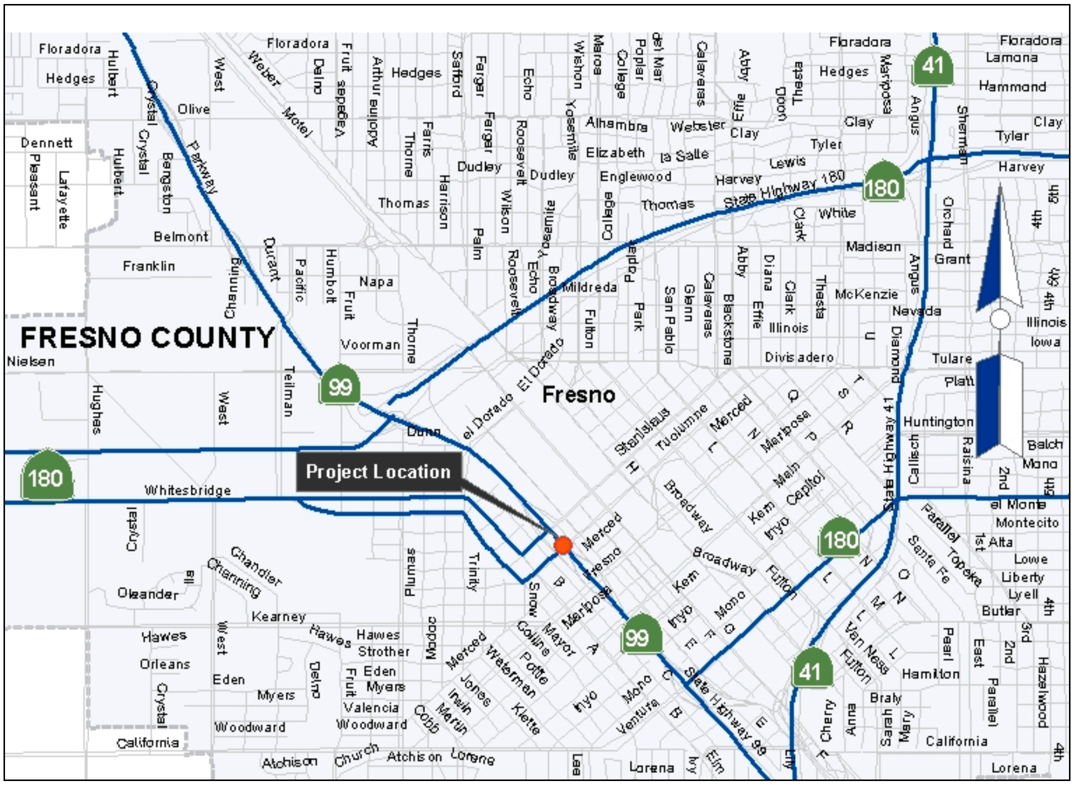
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Unknown	Unknown	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Unknown	Unknown	Included	
Vertical Clearance	No	Unknown	Unknown	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469

Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Tuolumne St to Stanislaus St in the City of Fresno
Tuolumne Street Interchange
06-(No EA) Fre-99-PM 20.5/21.0

LOCATION MAP: Key Map Project Number 24 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct interchange improvements.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves capacity and operations at ramp intersections.
ADDITIONAL BENEFIT - Improves safety and operations.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified.
Current Construction cost: $8 million (05/06 FY)
Current Right-of-Way cost: None
Current Support Cost: $2.4 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

 Revised: 12/02/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Tuolumne St to Stanislaus St in the City of Fresno
Tuolumne Street Interchange
06-(No EA) Fre-99-PM 20.5/21.0

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	1.5 - 2 years
Construction:	2 years
Total to Complete:	6.5 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Improvements add minimal infrastructure.
Structure	Increased	Overcrossing widening needed.
Landscape, Graffiti, Litter	None	No additional landscaping created.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

STRUCTURE: The existing overcrossings do not meet vertical or horizontal clearance standards and should be considered for replacement. The existing structures preclude future mainline widening.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	N/A	N/A	N/A	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469
Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ashlan Ave in Fresno County to Ave 7 in Madera County
Island Park Six Lane, 4F to 6F
06-44260K Fre-99-PM 26.6/31.6, Mad-99-PM 0.0/1.7

LOCATION MAP: Key Map Project Number 25 **PRIORITY CATEGORY 2**

PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction.
Replace or widen 5 structures.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
D	F	F	D

ADDITIONAL BENEFIT - Bridge reconstruction would decrease maintenance costs.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in June 2004.
Fund Sources: None identified.
Current Construction cost: $40.1 million (05/06 FY)
Current Right-of-Way cost: $0.7 million (05/06 FY)
Current Support Cost: $12 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ashlan Ave in Fresno County to Ave 7 in Madera County
Island Park Six Lane, 4F to 6F
06-44260K Fre-99-PM 26.6/31.6, Mad-99-PM 0.0/1.7

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 5 years
R/W and Design:	2.5 - 3 years
Construction:	3 years
Total to Complete:	8.5 - 11 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Unknown	Structures may be reconstructed; if so maintenance costs would be reduced.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	No change	No additional electrical systems proposed.

PROJECT ISSUES

MEDIAN WIDTH: Additional lanes could be added in the median in this segment except near the county line where the bridge over the San Joaquin River would need to be widened or replaced to meet shoulder standards.

STRUCTURES: The bridge over the San Joaquin River was originally constructed in 1928 and should be considered for reconstruction. Additionally, the current width does not permit for shoulder standards with a lane addition. On this segment, 3 other mainline structures would require widening and 2 structures do not meet vertical clearance requirements.

RAILROAD: A railroad structure is parallel to the San Joaquin River Bridge and lateral clearance needs to be maintained if the structure is widened or reconstructed.

PROJECT SCOPE: During PA&ED work, traffic operations, safety, and geometric design standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Shaw Avenue, In the City of Fresno
Shaw Avenue Interchange
06-44270K Fre-99-PM 27.3/28.3

LOCATION MAP: Key Map Project Number 26 **PRIORITY CATEGORY 3**

PROJECT DESCRIPTION/SCOPE

Reconstruct interchange.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves capacity of interchange.
ADDITIONAL BENEFIT - Improves safety and operations.
ADDITIONAL BENEFIT - Allows for future widening to 8-lanes with new overcrossing structure.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in June 2001.
Fund Sources: None identified.
Current Construction cost: $26.7 million (07/08 FY)
Current Right-of-Way cost: $16.1 million (05/06 FY)
Current Support Cost: $8 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Shaw Avenue, In the City of Fresno
Shaw Avenue Interchange
06-44270K Fre-99-PM 27.3/28.3

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	6 - 8.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Decreased	New bridges would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

STRUCTURE: The existing overcrossing does not meet vertical or horizontal clearance standards and should be considered for replacement. The existing structure precludes future mainline widening.

RIGHT-OF-WAY: In this area, land use has changed and growth has exceeded expectations since design and construction of the existing interchange. The subsequent development in the area would contribute to a significant increase in right-of-way cost if a standard alternative is to be constructed.

PROJECT SCOPE: During PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

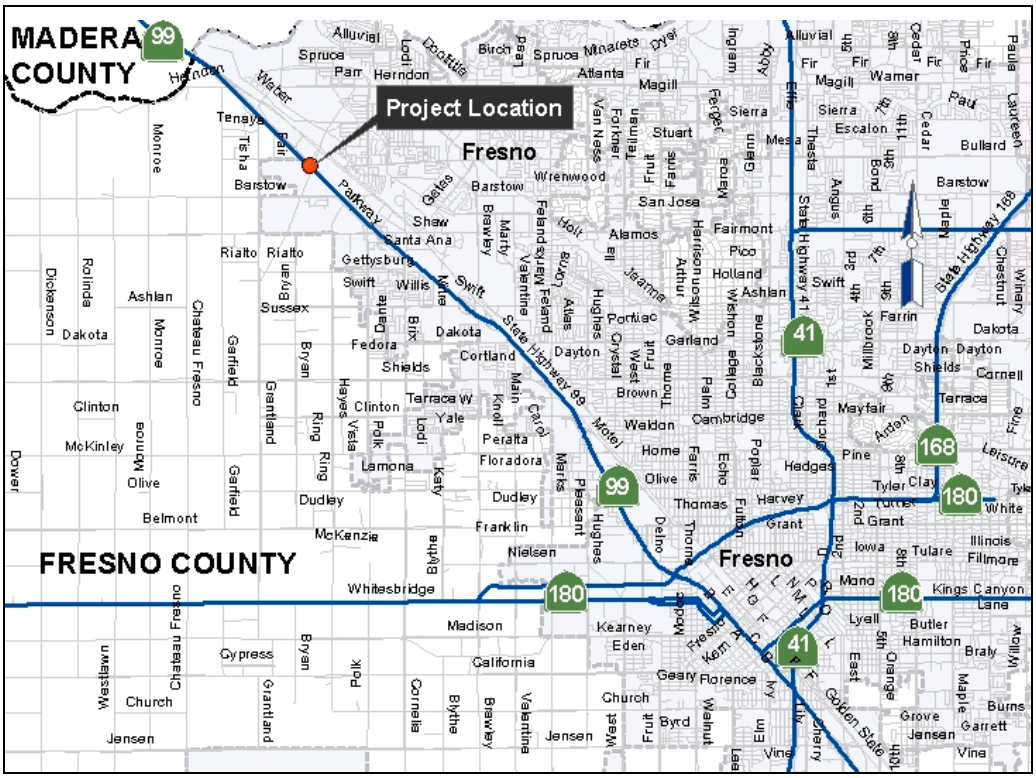
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	N/A	N/A	N/A	Included	
Horizontal Alignment	No	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-346

Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Grantland Avenue, In the City of Fresno
Grantland Diagonal Interchange
06-36190K Fre-99-PM 29.4

LOCATION MAP: Key Map Project Number 27 **PRIORITY CATEGORY 4**



PROJECT DESCRIPTION/SCOPE

Construct new interchange.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Construct new interchange for local road circulation.
ADDITIONAL BENEFIT - Relieve congestion at adjacent interchanges with additional interchange.
ADDITIONAL BENEFIT - Improve safety and operations at adjacent interchanges by relieving congestion.
ADDITIONAL BENEFIT - Allow for future widening to 8 lanes with new overcrossing structure.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (PSR) was completed and signed in June 1991. An updated PSR is needed.
Fund Sources: None identified.
Current Construction cost: $32 million (05/06 FY)
Current Right-of-Way cost: $4.5 million (05/06 FY)
Current Support Cost: $9.6 million (FY 05/06)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Grantland Avenue, In the City of Fresno
Grantland Diagonal Interchange
06-36190K Fre-99-PM 29.4

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 3 years
Construction:	3 years
Total to Complete:	9 - 12 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	New infrastructure and more traffic creates more maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

GENERAL: This is primarily a local road circulation project.

RIGHT-OF-WAY: There has been significant development and increases in property values in this area since approval of the original PSR. Reevaluation of the geometric design and right-of-way is needed prior to proceeding with PA&ED.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

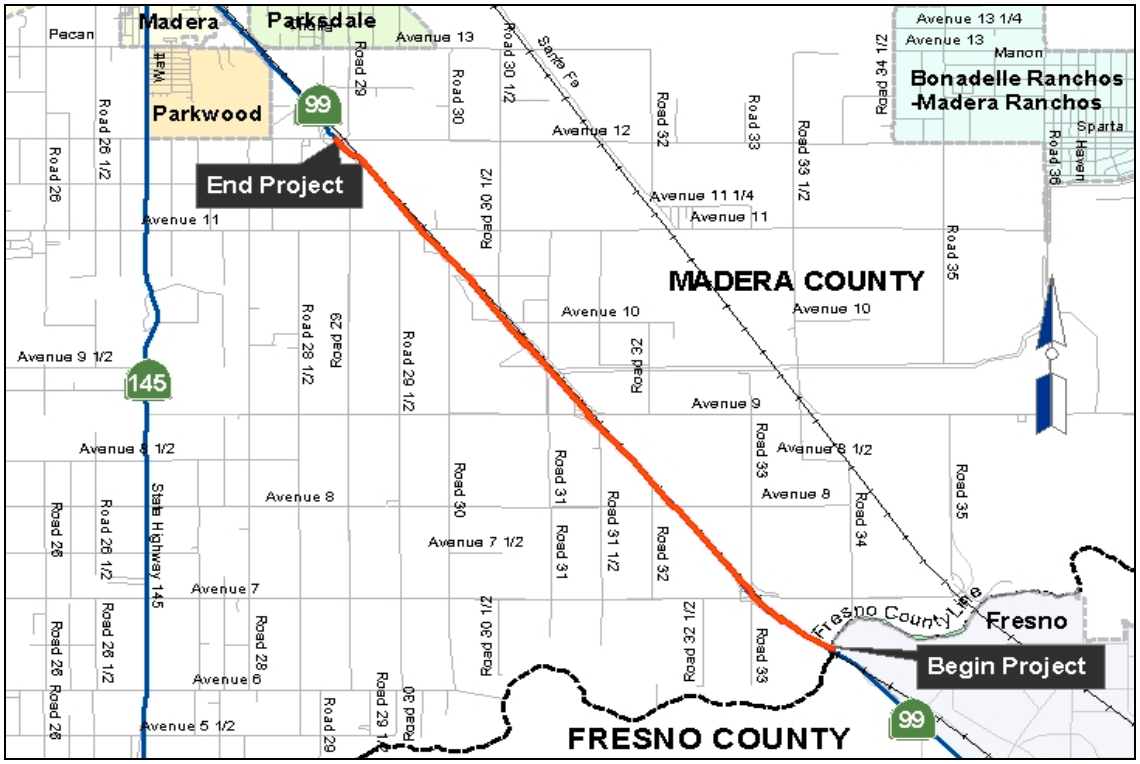
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	N/A	N/A	N/A	Included	
Horizontal Alignment	No	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-346

Prepared by Eric Olson

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ave 7 to 0.7 miles north of Avenue 12, in Madera County
South Madera County 6-Lane, 4F to 6F
06-(No EA) Mad-99-PM 1.7/7.5

LOCATION MAP: Key Map Project Number 28 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane for traffic in each direction.
Replace or widen 5 structures.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
E	F	F	D

ADDITIONAL BENEFIT - Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified.
Current Construction Estimate: $44 - $52 million (05/05 FY)
Current Right-of-Way Estimate: $1.6 million (05/06FY)
Total Support Cost Estimate: $10 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Ave 7 to 0.7 miles north of Avenue 12, in Madera County
South Madera County 6-Lane, 4F to 6F
06-(No EA) Mad-99-PM 1.7/7.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	8 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	Aging structures will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

MEDIAN WIDTH: A Mandatory Design Exception for shoulder width and horizontal clearance would be required if lanes were added in the median.

STRUCTURES: On this segment, 1 bridge would need to be widened and 1 structure does not meet vertical clearance standards.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	N/A	N/A	N/A	Excluded	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	No	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Phillip Sanchez (559) 243-3466
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Ave 12 in Madera County
Avenue 12 Interchange
06-47100K Mad-99-PM R7.1/R7.9

LOCATION MAP: Key Map Project Number 29 **PRIORITY CATEGORY 3**

PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridges, and 4 ramps.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves capacity of interchange and local road.
ADDITIONAL BENEFIT - Improves safety and operations.
ADDITIONAL BENEFIT - Reduces maintenance costs with new overcrossing structure.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in December 2003.
Fund Sources: None identified.
Current Construction Estimate: $35 - $40 million (05/06 FY)
Current Right-of-Way Estimate: $6.5 million (11/12 FY)
Support Cost Estimate: $10.7 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Ave 12 in Madera County
Avenue 12 Interchange
06-47100K Mad-99-PM R7.1/R7.9

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 - 2.5 years
Total to Complete:	7 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Decreased	New bridges would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical systems would create more maintenance.

PROJECT ISSUES

RIGHT-OF-WAY: A railroad and a canal are adjacent to this interchange and constrain the right-of-way.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

ENVIRONMENTAL: Cultural and biological resources in the vicinity of Cottonwood Creek would control delivery of the environmental document. Phase two archaeological studies could be required.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

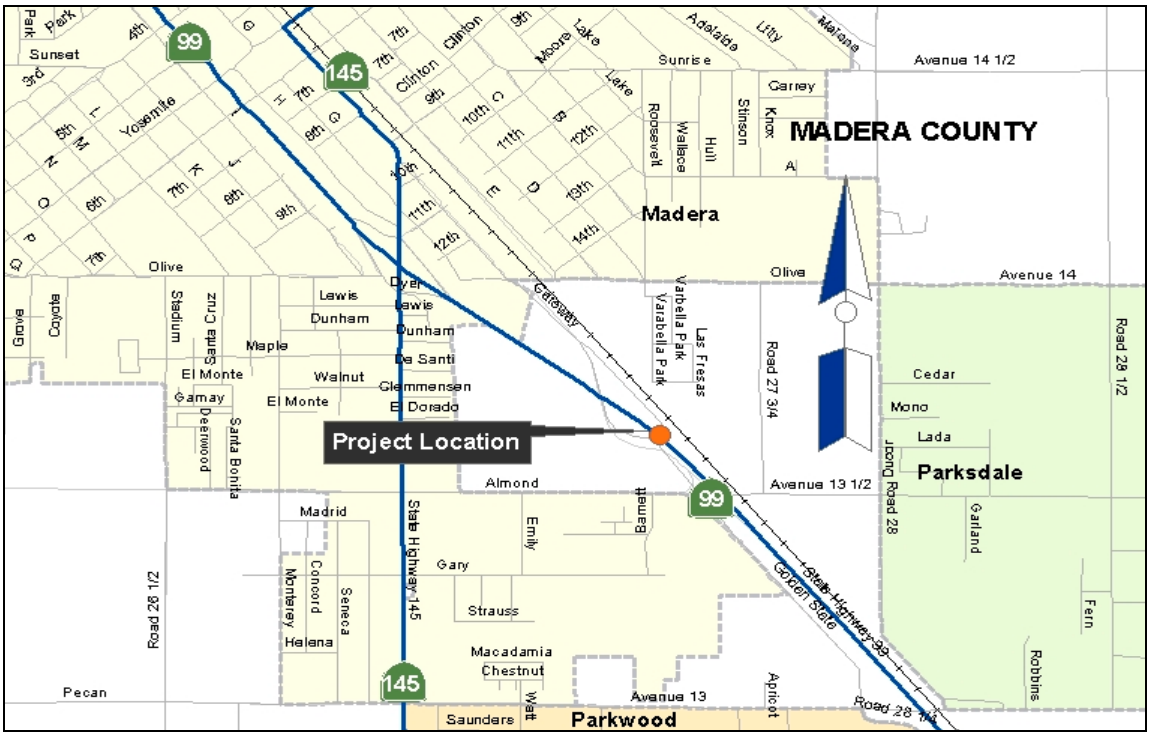
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	No	No	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Unknown	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At the Gateway Drive Interchange in the City of Madera
Gateway Drive Interchange
06-407201 Mad-99 PM 9.1/9.8

LOCATION MAP: Key Map Project Number 30 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct two isolated ramps, modify existing structure, and one slip ramp.
Provide local road improvements on Gateway Drive to Almond Avenue.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Relieves congestion. Forecasted ramp Level of Service (LOS).

Existing LOS	Year 2015/2034 Without the project	Year 2015/2034 with project	Concept LOS
C	E/F	B/C	D

ADDITIONAL BENEFIT - Improves safety by improving sight distance.
ADDITIONAL BENEFIT - Improves capacity by providing direct connection loop ramp.
ADDITIONAL BENEFIT - Reduces maintenance cost with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is programmed and currently in PS&E.
Project Approval and Environmental Document were approved in September 2003.
Fund Sources: STIP, RIP, and Measure "A" funds.
Current Construction Estimate: $5.5 – 6.0 million (05/06 FY) Programmed Construction Amount: $5.4M
Escalated Right-of-Way Estimate: $0.4 million (05/06 FY) Programmed Right-of-Way Amount: $0.4M
Support Cost Estimate: $2.5 million (05/06 FY) Programmed Support Amount: $2.5
Programmed Support Phases: Fully funded

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At the Gateway Drive Interchange in the City of Madera
Gateway Drive Interchange
06-407201 Mad-99 PM 9.1/9.8

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	Completed
R/W and Design:	95% complete
Construction:	1 year
Total to Complete:	1.5 - 2 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Increased	Widening existing structure will add to inventory.
Landscape, Graffiti, Litter	No change	No change in landscaping
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: This project is being prepared by consultants under the direction of the local agency. It is an important improvement to the public as it provides improved access to the Madera Community Hospital and access across Route 99. It is fully funded. Completion of the PS&E package is anticipated in 2006.

PROJECT DESIGN STANDARDS

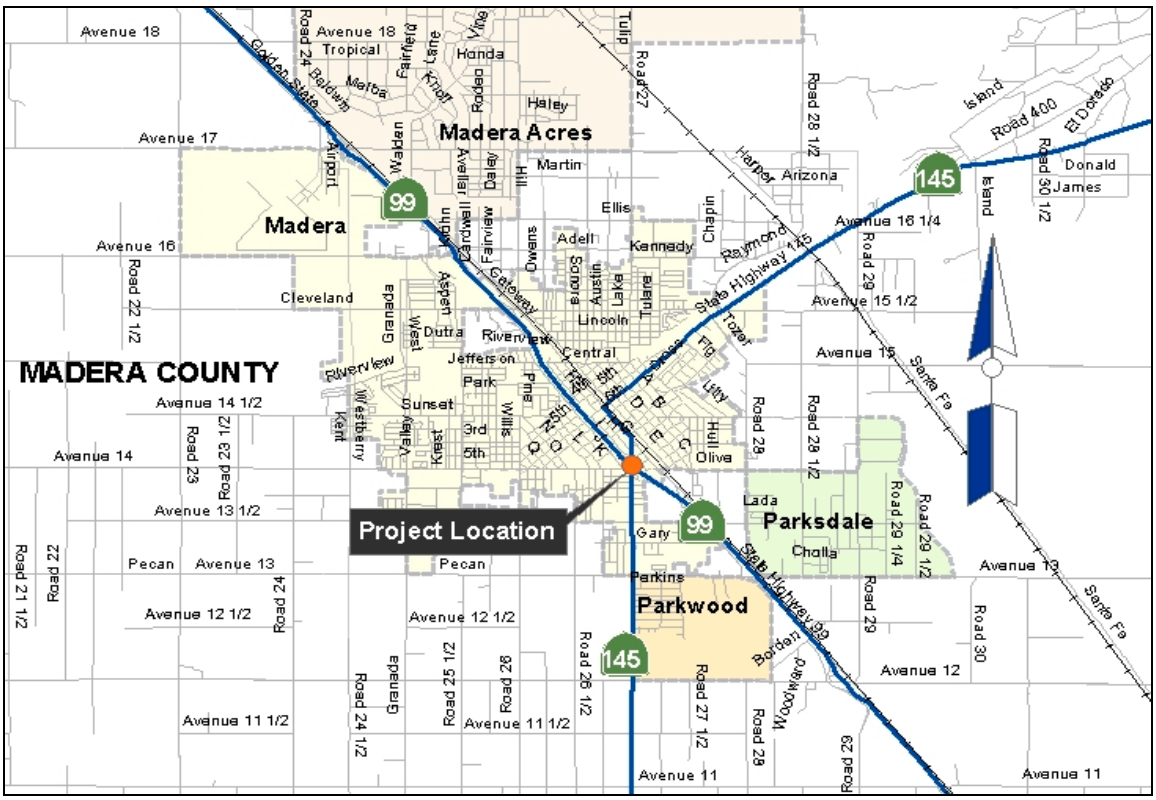
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Unknown	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Route 145 in the City of Madera
Route 99/145 Interchange
06-(No EA) Mad-99-PM 9.7/10.7

LOCATION MAP: Key Map Project Number 31 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridges, and 5 ramps.
Signalize intersections.
Realign county roads.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves interchange operations at the ramp termini intersections.
ADDITIONAL BENEFIT - Improves safety.
ADDITIONAL BENEFIT - Relieves congestion on the local roads in the operational area of the interchange.
ADDITIONAL BENEFIT - Prevents queuing on the mainline.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified for future phases including construction.
Current Construction Estimate: $20 - $27 million (05/06 FY)
Current Right-of-Way Estimate: $3.6 million (05/06 FY)
Support Cost Estimate: $7.5 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Route 145 in the City of Madera
Route 99/145 Interchange
06-(No EA) Mad-99-PM 9.7/10.7

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2 - 3 years
Construction:	2 - 2.5 years
Total to Complete:	8 - 10.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Decreased	New bridge would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

PROJECT SCOPE: During the project report and environmental document phase, traffic operations, safety, and geometric analysis would occur, resulting in creation of various alternatives. The alternatives would be presented to local area officials and the community as part of a public outreach and alternative analysis.

RIGHT-OF-WAY: This project would result in acquisition of residential and commercial property in the area of the interchange.

GENERAL: Project funding needs to be secured for all phases.

STRUCTURES: The existing closed-end abutment-type bridge would be replaced, making room for added lanes and a loop ramp. Retailing walls would be required to minimize right-of-way acquisition.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

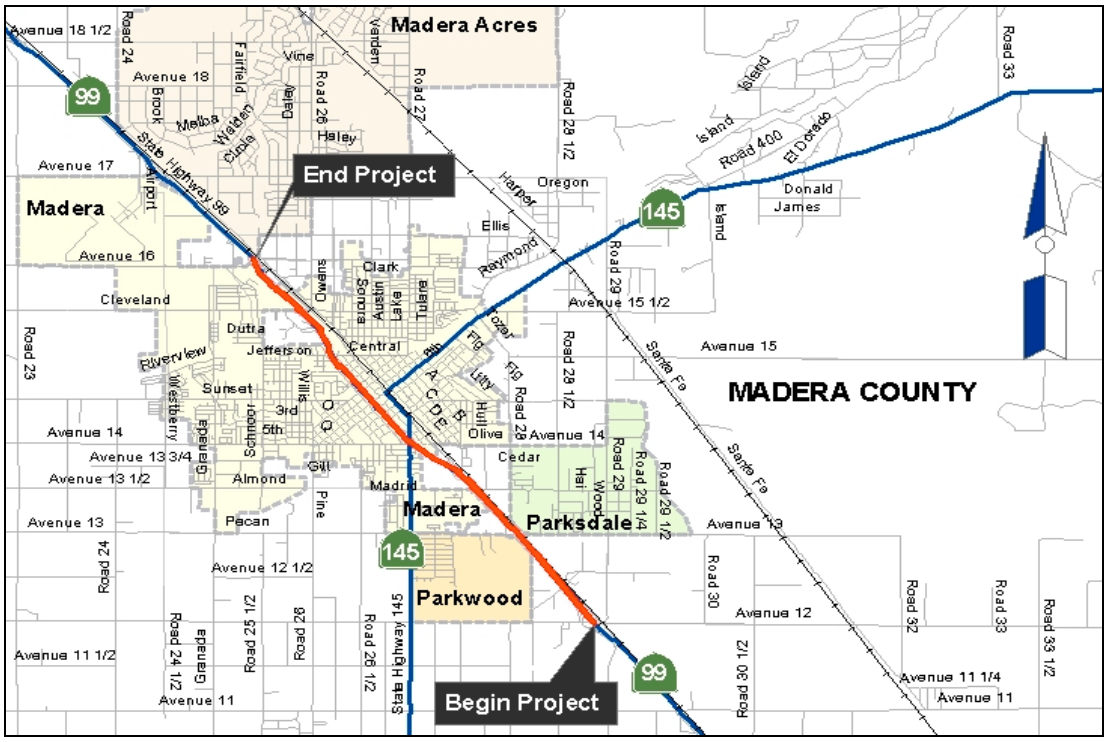
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	No	No	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Unknown	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From the Avenue 12 Overcrossing to the Avenue 16 Overcrossing, in Madera County
Madera 6-Lane Project
06-47090K Mad-99-PM 7.5/12.8

LOCATION MAP: Key Map Project Number 32 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Converts 4-lane freeway segment to 6-lane freeway segment.
Constructs retaining walls and soundwalls.
Improves the 4th Street ramps and the Cleveland Avenue ramps.
Adds some auxiliary lanes.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane freeway to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operation by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	F	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: The project has not been funded for any phases.
Current Construction Estimate:$105 - $120 million (05/05 FY)
Current Right-of-Way Estimate: $7.0 million (05/06FY)
Total Support Cost Estimate: $34 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From the Avenue 12 Overcrossing to the Avenue 16 Overcrossing, in Madera County
Madera 6-Lane Project
06-47090K Mad-99-PM 7.5/12.8

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 3 years
Construction:	2 - 3 years
Total to Complete:	8 - 12 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	AC pavement and additional lanes will increase maintenance costs.
Structure	Increased	In general, the aging structure will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

PROJECT SCOPE: This project would widen within the urban limits of Madera. Many non-standard features would be created with the proposed improvements. A full standard solution would not be proposed, as it would be cost prohibitive.

TRAFFIC HANDLING: This project would require short- and long-term ramp closures, impacting the local road circulation in the City of Madera. Significant nighttime delays would occur on Route 99.

GENERAL: Project funding is needed for all phases, beginning with PID.

COMMUNITY INTEREST: Public input would begin during the PID work and be completed in PA&ED. Local area interest would likely support the project, as this segment of Route 99 is part of a commuter corridor between the urban centers of Madera and Fresno.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

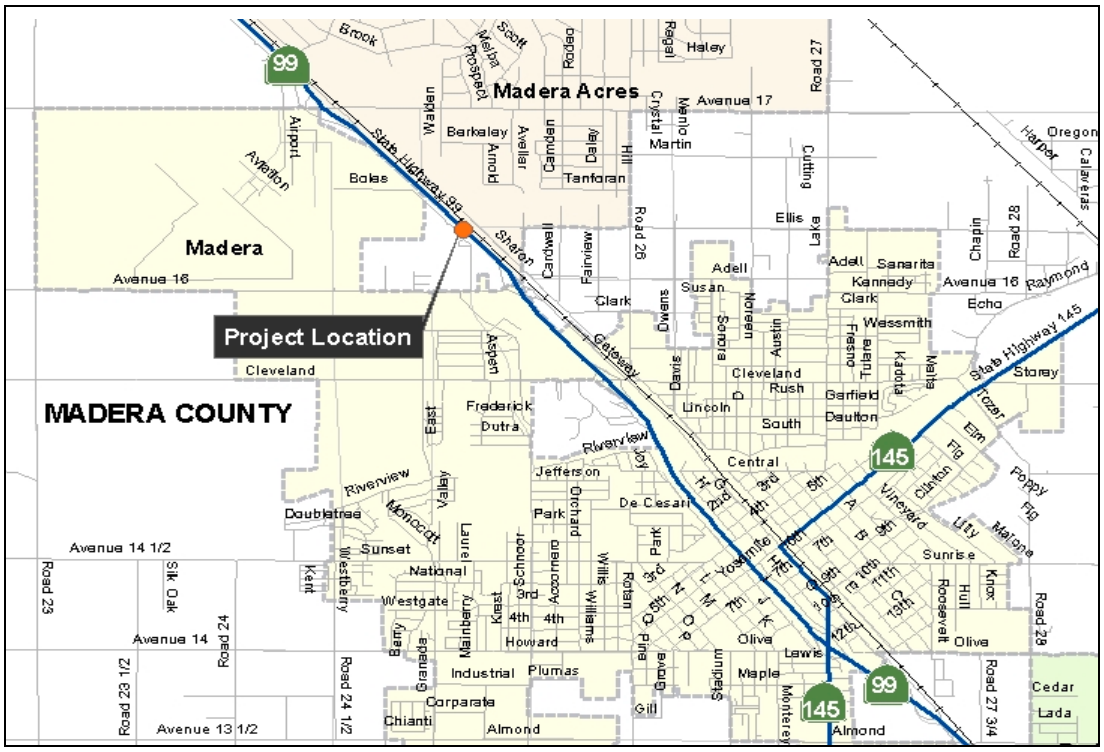
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	No	No	Included	Yes
Shoulder Width	No	No	No	Included	Yes
Bridge Width				Excluded	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Unknown	Unknown	Included	Unknown
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes, 9 Bridge
Vertical Clearance	No	No	No	Included	Yes, 8 Bridge
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Ellis Ave in the City of Madera
Ellis Avenue Interchange
06-48920K Mad-99-PM R12.3/R14.3

LOCATION MAP: Key Map Project Number 33 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Widen 4-lane freeway to 6 lanes on an 8-lane right-of-way.
Remove an existing interchange and construct a new interchange 1400 feet north.
Construct new Ellis Avenue Overcrossing and frontage roads.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves operations on the local roads.
ADDITIONAL BENEFIT - Improves safety by removing an older, obsolete interchange.
ADDITIONAL BENEFIT - Increases capacity on Ellis Avenue and on the ramps.
ADDITIONAL BENEFIT - Improves intersection operation by relieving congestion. Intersection Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	C/D	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in June 2004.
Fund Sources: None identified for future phases including construction.
Current Construction Estimate: $65 - $80 million (05/06 FY)
Current Right-of-Way Estimate: $8.5 million (05/06 FY)
Support Cost Estimate: $18.5 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Ellis Ave in the City of Madera
Ellis Avenue Interchange
06-48920K Mad-99-PM R12.3/R14.3

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	7 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Decreased	New concrete pavement requires less maintenance.
Structure	Increased	This bridge is an additional structure, not part of the current State inventory.
Landscape, Graffiti, Litter	Increased	Urban landscaping will require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

PROJECT SCOPE: This project is in the early stage of development. Alternatives are being prepared and impacts evaluated. It is proposed to build this project in phases – the overcrossing first and then the ramps at a later date.

RIGHT-OF-WAY: Right-of-way acquisition includes a mini storage and auto auction site. A railroad agreement would be needed as part of a new railroad overcrossing.

COMMUNITY INTEREST: The solicitation for public input is occurring as part of the ongoing effort and will be continued through the project report and environmental document phase.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

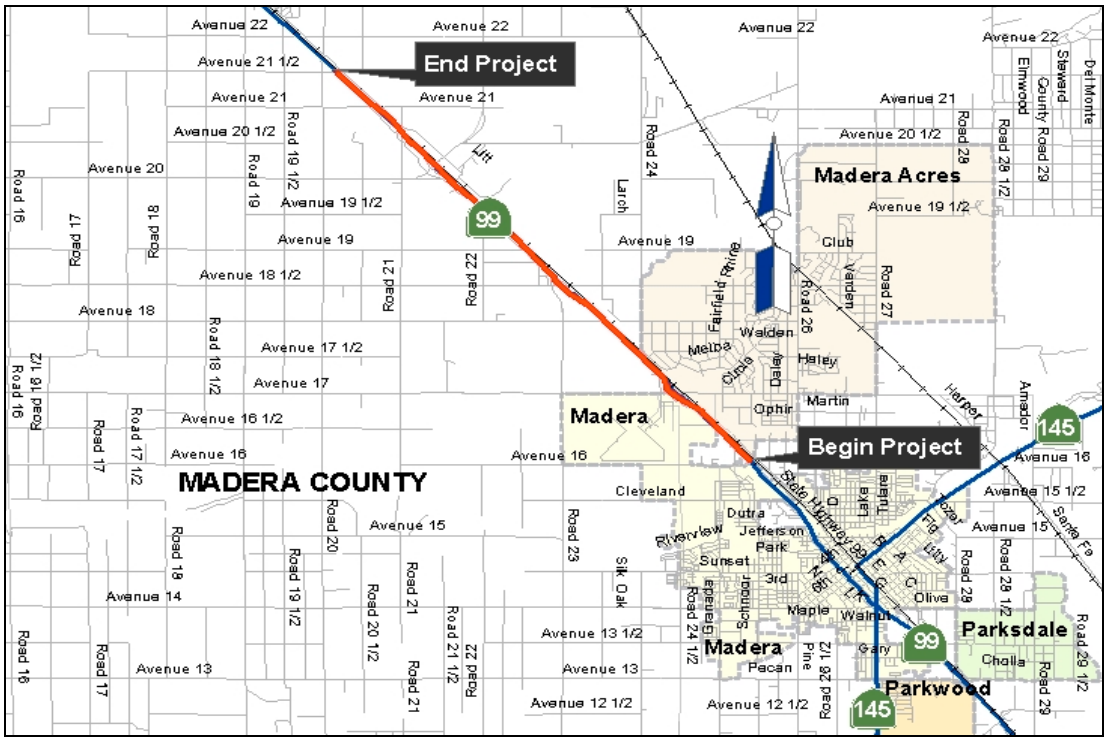
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Unknown	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	No	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From the Avenue 16 Overcrossing to Avenue 21 1/2 Cross Street, in Madera County
Avenue 16 to Avenue 21 1/2, 4F to 6F
06-(No EA) Mad-99-PM 12.8/20.5

LOCATION MAP: Key Map Project Number 34 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Converts 4-lane freeway segment to 6-lane freeway segment.
Adds lanes in the median or along the outside edge of traveled way.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
E	F	F	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: The project has not been funded for any phases.
Current Construction Estimate:$56 - $62 million (05/05 FY)
Current Right-of-Way Estimate: $0.6 million (05/06FY)
Total Support Cost Estimate: $16 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From the Avenue 16 Overcrossing to Avenue 21 1/2 Cross Street, in Madera County
Avenue 16 to Avenue 21 1/2, 4F to 6F
06-(No EA) Mad-99-PM 12.8/20.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	8 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	AC pavement and additional lanes will increase maintenance costs.
Structure	Increased	In general, the aging structure will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

MEDIAN WIDTH: The median width is sufficient for a standard design for most of the project limits. Outside widening or a Design Exception would be needed at isolated locations.

GENERAL: Project funding is needed for all phases, beginning with PID. The project limits are south of the Route 99/152 interchange, an important east-west corridor for local and interregional traffic.

STRUCTURES: Two stream crossings would be widened. The existing local road overcrossings provide sufficient horizontal and vertical clearance for lane additions to Route 99.

ENVIRONMENTAL IMPACTS: Cultural and biological resources at Dry Creek and Brenda Creek would be the controlling elements in completion of the environmental document. Phase 2 archaeological studies might be needed.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

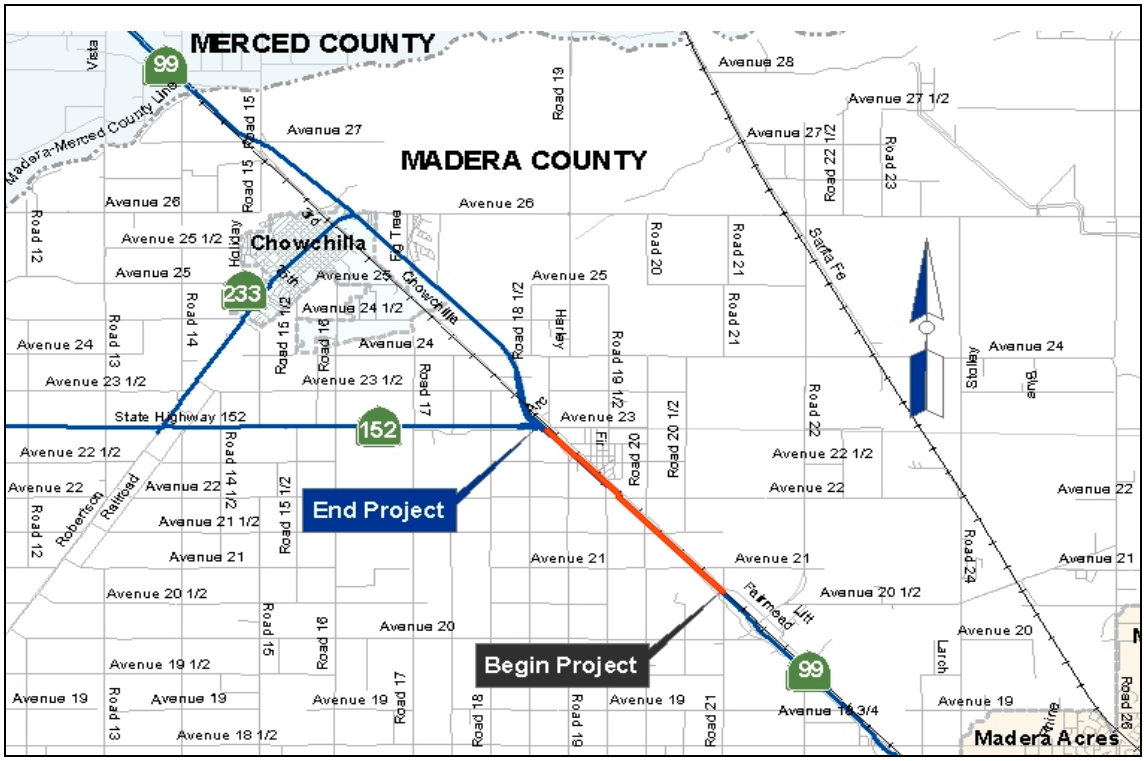
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.2 Miles South of Avenue 21 to 0.1 miles South of 99/152 Separation, in Madera County
Fairmead Interchange
06-293301 Mad-99-PM 19.6/22.6

LOCATION MAP: Key Map Project Number 35 **PRIORITY CATEGORY 1**



PROJECT DESCRIPTION/SCOPE

Constructs 6-lane freeway on new alignment that will accommodate ultimate 8-lane freeway.
Constructs an interchange connecting Road 20 and Avenue 21½.
Constructs overhead on interchange crossroad at Union Pacific Railroad.
Constructs frontage road network.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane expressway segment to 6-lane freeway segment – improving safety and operations.
ADDITIONAL BENEFIT - Eliminates at-grade intersection to meet freeway standards.
ADDITIONAL BENEFIT - Increases capacity by the addition of lanes.
ADDITIONAL BENEFIT - Improves operation by relieving congestion.

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	F	C

PROJECT AND FUNDING STATUS

This project is programmed and currently in PS&E.
Project Approval and Environmental Document were approved in December 2003.
Fund Sources: STIP/IIP
Escalated Construction Estimate: $49 million (05/06 FY) Programmed Construction Amount: $34 million
Current Right-of-Way Estimate: $3.1 million (06/07 FY) Programmed Right-of-Way Amount: $6 million
Total Support Cost Estimate: $8.4 million (05/06 FY)
Programmed Support Phases: PA&ED $1.4 million PS&E $2.9 R/W $0.8 Construction $3.3

Revised: 12/02/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.2 Miles South of Avenue 21 to 0.1 miles South of 99/152 Separation, in Madera County
Fairmead Interchange
06-293301 Mad-99-PM 19.6/22.6

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	Completed
R/W and Design:	In progress targeted completion February 2006
Construction:	2 years
Total to Complete:	2 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Decreased	New PCC pavement will be designed for high traffic volumes and heavy truck loads.
Structure	Increased	New inventory added
Landscape, Graffiti, Litter	Increased	Landscape inventory and right-of-way increases
Electrical	Increased	Additional electrical cost and system maintenance of lighting and ITS elements

PROJECT ISSUES

GENERAL: The contract plans, specifications, and estimate should be completed in December 2005 with a Ready-to-List target date of 2/2006. Construction would begin in the summer of 2006 with completion by winter 2008.

COMMUNITY INTEREST: There is major support for the project from the surrounding community as this project would close off at-grade intersections and improve safety.

PROJECT DESIGN STANDARDS

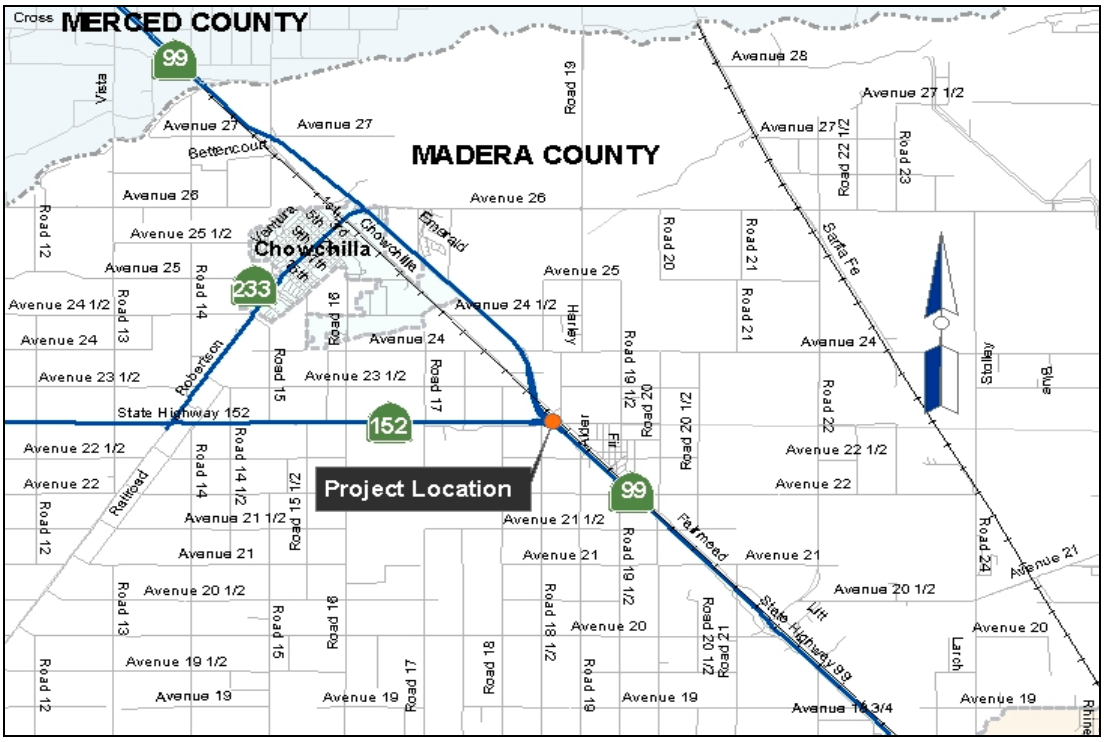
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	N/A	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Jim Bane (559) 243-3469
Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At the Route 99/152 interchange in Madera County
Route 99/152 Interchange
06-(No EA) Mad-99-PM 21.7/23.7

LOCATION MAP: Key Map Project Number 36 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct freeway-to-freeway interchange.
Realign county roads.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose - Improves operations, corrects and improves geometric design, and removes a left-side off-ramp.
Additional Benefits - Improves safety by relieving congestion on Route 99, in and near the Route 152 interchange.
Additional Benefits - Improves weaving with an auxiliary lane while adding capacity within the operational limits of the interchange.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified for future phases including construction.
Current Construction Estimate: $60 - $65 million (05/06 FY)
Current Right-of-Way Estimate: $3 million (05/06 FY)
Support Cost Estimate: $17 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At the Route 99/152 interchange in Madera County
Route 99/152 Interchange
06-(No EA) Mad-99-PM 21.7/23.7

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2 - 3 years
Construction:	2 - 2.5 years
Total to Complete:	8 - 10.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Decreased	New bridge would require less maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation would result in ornamental landscaping and more maintenance.
Electrical	Unknown	Unknown

PROJECT ISSUES

PROJECT SCOPE: This interchange has two major deficiencies; it does not provide for a northbound movement from eastbound Route 152 and it has a left-hand off-ramp in the north direction. Alternatives would consider the future extension of Route 152, east to the future alignment of Route 65. The proposed improvements should be compatible with long-term planning.

RIGHT-OF-WAY: A railroad is contiguous to northbound lanes of Route 99 and within the limits of the interchange. A railroad overcrossing bridge would be affected.

STRUCTURES: A number of bridges will be impacted as part of the needed improvements.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

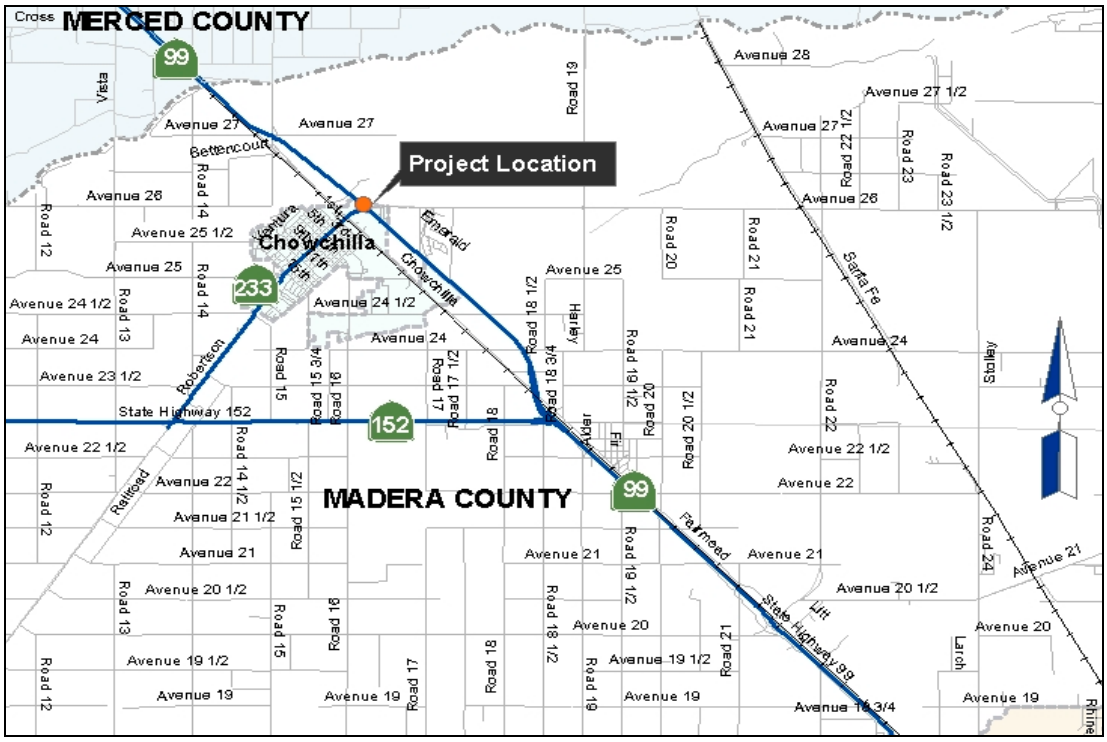
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	No	No	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Unknown	Yes	Yes	Included	
Horizontal Alignment	No	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At the Route 99/233-Robertson Boulevard Interchange in Madera County
Route 99/233-Robertson Boulevard Interchange
06-(No EA) Mad-99-PM 26.1/27.2

LOCATION MAP: Key Map Project Number 37 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct existing interchange and overcrossing bridge.
Construct local road improvements.
Widen Ash Slough Bridge.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose – Improves interchange operations for planned development.
Additional Benefits – Reduces congestion on the local roads.
Additional Benefits – Improves intersection operation by increasing capacity. Intersection Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	C	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified for future phases including construction.
Current Construction Estimate: $40 - $46 million (05/06 FY)
Current Right-of-Way Estimate: $2.7 million (05/06 FY)
Support Cost Estimate: $12.8 million (05/06 FY)
Programmed Support Phases: PID $0 million PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At the Route 99/233-Robertson Boulevard Interchange in Madera County
Route 99/233-Robertson Boulevard Interchange
06-(No EA) Mad-99-PM 26.1/27.2

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	A PSR is being prepared by consultants and should be completed in 2006.
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	7 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional pavement will increase maintenance costs.
Structure	Decreased	New bridges would require less maintenance.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: Project funding is needed for future phases. State Route 233 is the main street of Chowchilla, leading between Route 152 and Route 99. It serves growing residential development and The State Women's Prison.

PROJECT SCOPE: This project is in the early PID phase. Detailed studies will provide specific recommendations and various alternatives.

RIGHT-OF-WAY: This project will require right-of-way acquisition. Depending on the alternatives, developed property could be impacted.

PROJECT DESIGN STANDARDS

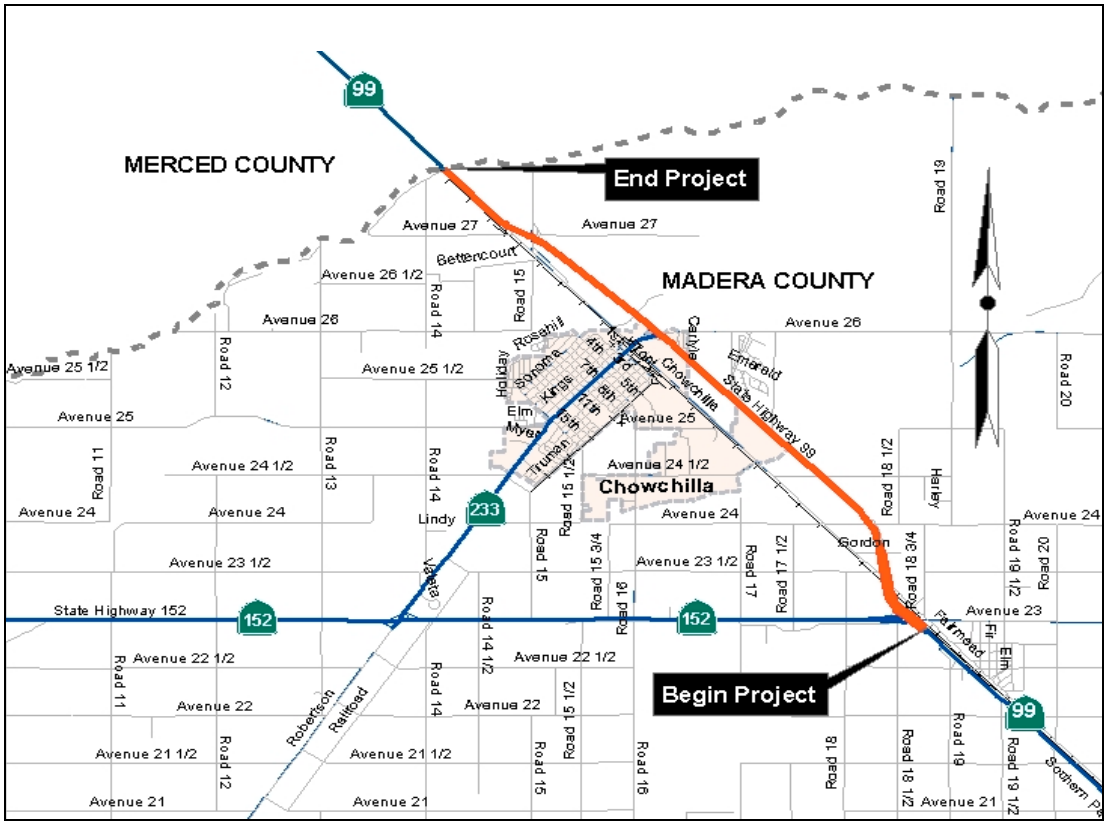
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Unknown	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	No	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Route 99/152 Interchange to the Merced County Line, in Madera County
North Madera County 6-Lane
06-(No EA) Mad-99-PM 22.5/29.4

LOCATION MAP: Key Map Project Number 38 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Converts 4-lane freeway segment to 6-lane freeway segment.
Adds 2 lanes in the median.
Overlays pavement with asphalt concrete.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE – Converts 4-lane freeway to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	E	C

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: The project has not been funded for any phases.
Current Construction Estimate: $65 - $75 million (05/05 FY)
Current Right-of-Way Estimate: $1.6 million (05/06FY)
Total Support Cost Estimate: $20 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

Revised: 12/02/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Route 99/152 Interchange to the Merced County Line, in Madera County
North Madera County 6-Lane
06-(No EA) Mad-99-PM 22.5/29.4

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	8 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	AC pavement and additional lanes will increase maintenance costs.
Structure	Increased	In general, the aging structure will continue to require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

GENERAL: Project funding is needed for all phases, beginning with PID. Interregional traffic would benefit the most by increased capacity in this segment.

STRUCTURES: On this segment, 3 structures do not meet vertical or horizontal clearance standards.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

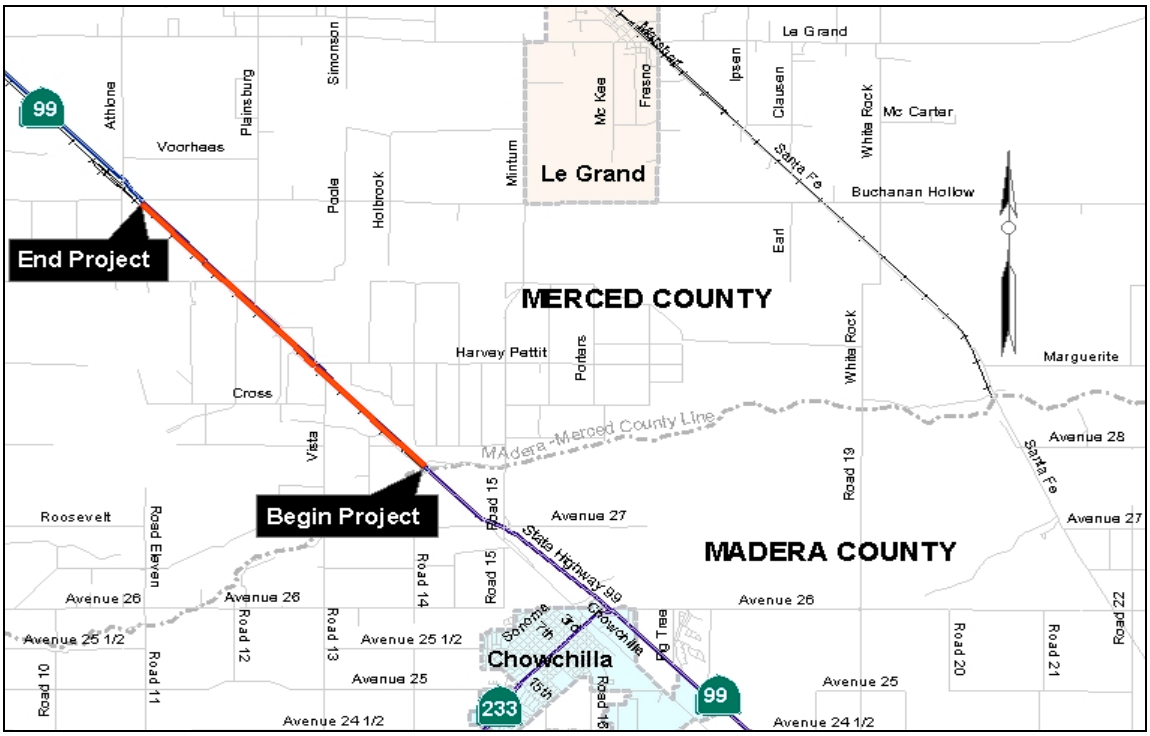
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Severo Lopez (559) 243-3458

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Madera County Line to Buchanan Hollow Road, in Merced County
Plainsburg Road Freeway
10-415800 Mer-99-PM 0.0/4.6

LOCATION MAP: Key Map Project Number 39 **PRIORITY CATEGORY 1**



PROJECT DESCRIPTION/SCOPE

Constructs 6-lane freeway on new alignment that will accommodate ultimate 8-lane freeway.
Constructs new interchange with local road connection.
Constructs local road improvements to mitigate lost access.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose – Converts 4-lane expressway to 6-lane freeway. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion and eliminating at-grade intersections.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without project *	Year 2025 with project	Year 2025 Concept LOS
C	F	C	C

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Support) was completed in January 1999.
Fund Sources: The project capital cost is not currently funded. PA&ED is funded by TCRP, STIP/IIP
Escalated Construction Estimate: $90-100 million (09/10 FY) Programmed Construction $0
Current Right-of-Way Estimate: $8-13 million (06/07 FY)
Total Support Cost Estimate: $11.4 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $3.2 million PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Madera County Line to Buchanan Hollow Road, in Merced County
Plainsburg Road Freeway
10-415800 Mer-99-PM 0.0/4.6

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	March 2006 Targeted
R/W and Design:	4 years
Construction:	3 years
Total to Complete:	7 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Decreased	New PCC pavement will be designed for high traffic volumes and heavy truck loads.
Structure	Decreased	Replacement of aging structures
Landscape, Graffiti, Litter	Increased	Landscape inventory and right-of-way increases
Electrical	Increased	Additional electrical cost and system maintenance of lighting and ITS elements

PROJECT ISSUES

GENERAL: PS&E and R/W phases need to be programmed in the 2006 STIP for the project to proceed on schedule.
ENVIRONMENTAL IMPACTS: Environmental documentation recently upgraded to Environmental Assessment / Environmental Impact Report.
PROJECT SCOPE: The scope is determined. Final plans and specification, along with right of way acquisition would be the next activities leading to award and construction.

PROJECT DESIGN STANDARDS

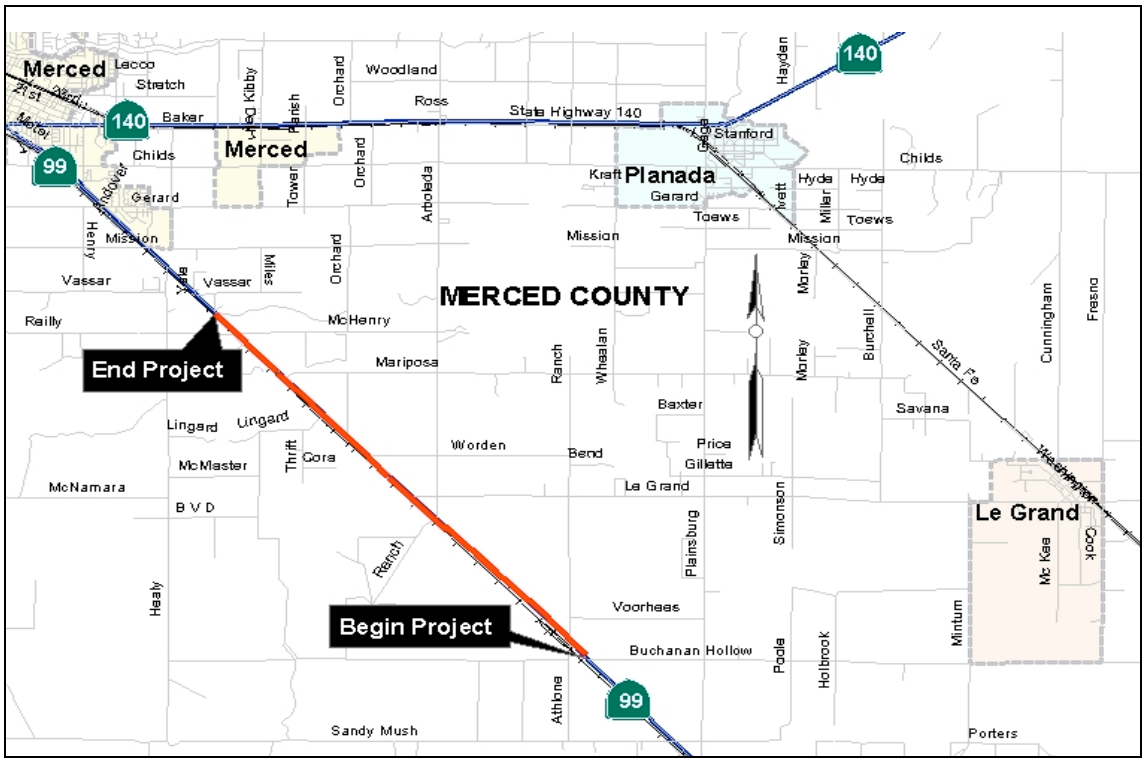
The 13 controlling criteria for design of the Interstate freeway system are listed below. A “no” listed in the Interstate column below indicates noncompliance. A “yes” indicates it complies. Under the heading “FHWA Approval,” a “yes” means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	No	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Peter Jemerigbe (209) 948-7008
Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Buchanan Hollow Road to 0.3 miles north of McHenry Road, in Merced County
Arboleda Road Freeway
10-415700 Mer-99-PM 4.6/10.5

LOCATION MAP: Key Map Project Number 40 **PRIORITY CATEGORY 1**



PROJECT DESCRIPTION/SCOPE

Constructs a 6-lane freeway on new alignment that will accommodate ultimate 8-lane freeway.
Constructs new interchange with local road connection.
Constructs local road improvements to mitigate lost access.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose – Converts 4-lane expressway to 6-lane freeway. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion and eliminating at-grade intersections.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	C	C

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Support) was completed in January 1999.
Fund Sources: The project construction capital cost is not currently funded. PA&ED is funded by TCRP, STIP/IIP
Escalated Construction Estimate: $100-110 million (09/10 FY) Programmed Construction Amount: $0
Current Right-of-Way Estimate: $15-24 million (06/07 FY) Programmed Right-of-Way Amount: $24.6
Total Support Cost Estimate: $11.4 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $4.9 million PS&E $0 R/W $1 million Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Buchanan Hollow Road to 0.3 miles north of McHenry Road, in Merced County
Arboleda Road Freeway
10-415700 Mer-99-PM 4.6/10.5

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	March 2006 Targeted
R/W and Design:	4 years
Construction:	3 years
Total to Complete:	7 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Decreased	New PCC pavement will be designed for high traffic volumes and heavy truck loads.
Structure	Decreased	Replacement of aging structures
Landscape, Graffiti, Litter	Increased	Landscape inventory and right-of-way increases
Electrical	Increased	Additional electrical cost and system maintenance of lighting and ITS elements

PROJECT ISSUES

GENERAL: PS&E and R/W phases need to be programmed in the 2006 STIP for the project to proceed on schedule.

ENVIRONMENTAL IMPACTS: Environmental documentation recently upgraded to Environmental Assessment / Environmental Impact Report.

PROJECT SCOPE: The scope is determined. Final plans and specification, along with right-of-way acquisition would be the next activities leading to award and construction.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

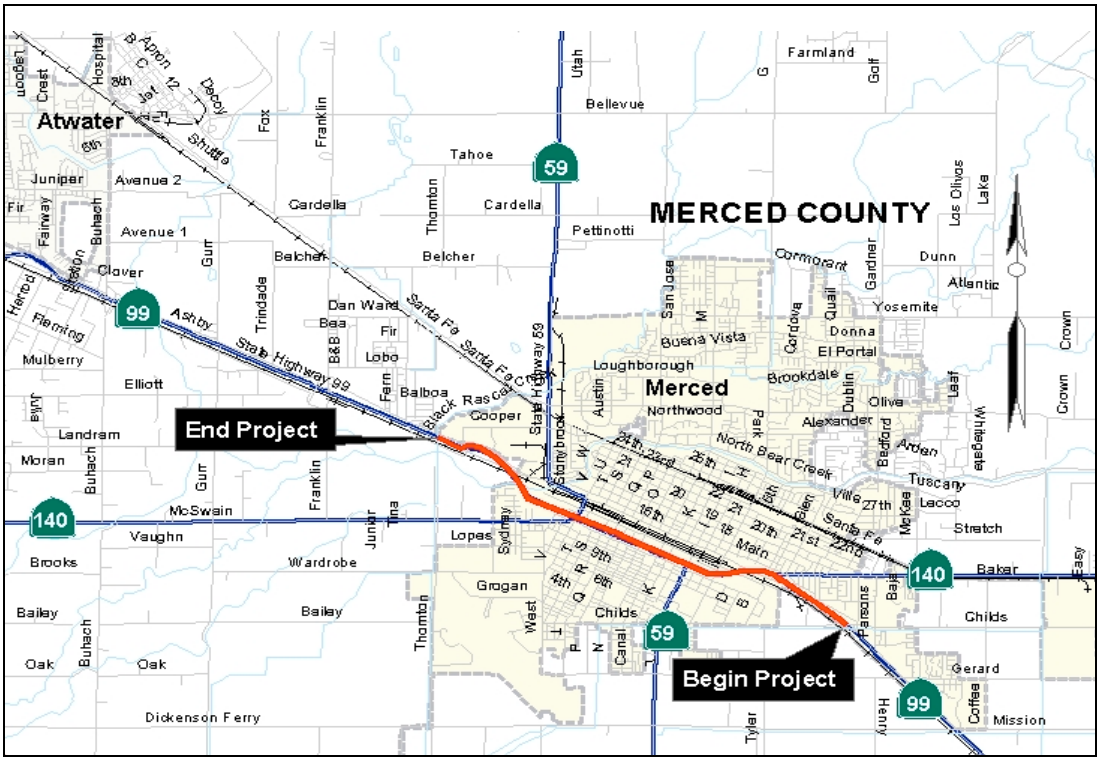
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	No	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	
Interchange Spacing	Yes	Yes	Yes	Included	

PROJECT MANAGER: Peter Jemerigbe (209) 948-7008

Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.5 miles south of Childs Avenue OC to
0.3 miles north of Black Rascal Creek Bridge, in the City of Merced
Merced 6-Lane, 4F to 6F
10-(No EA) Mer-99-PM 12.6/17.6

LOCATION MAP: Key Map Project Number 41 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction. Construct auxiliary lanes as needed. Reconstruct interchanges at some locations if required.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose – Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without project	Year 2025 with project	Year 2025 Concept LOS
D	F	D	D

Additional Benefit – Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Support) needs to be initiated.
Fund Sources: None identified.
Current Construction Estimate: $100 to $120 million (05/06 FY)
Current Right-of-Way Estimate: $10-20 million (05/06 FY)
Total Support Cost Estimate: $28 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.5 miles south of Childs Avenue OC to
0.3 miles north of Black Rascal Creek Bridge, in the City of Merced
Merced 6-Lane, 4F to 6F
10-(No EA) Mer-99-PM 12.6/17.6

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1.5 years
PA&ED:	3 - 5 years
R/W and Design:	2.5 - 3 years
Construction:	2.5 - 3 years
Total to Complete:	9.5 - 12.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Unknown	Structures may be reconstructed; if so maintenance costs would be reduced.
Landscape, Graffiti, Litter	Increased	Landscape mitigation would require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance of lighting and ITS elements

PROJECT ISSUES

MEDIAN WIDTH: Additional lanes could be added in the median in this segment.

STRUCTURES: On this segment, 13 mainline structures would require widening.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

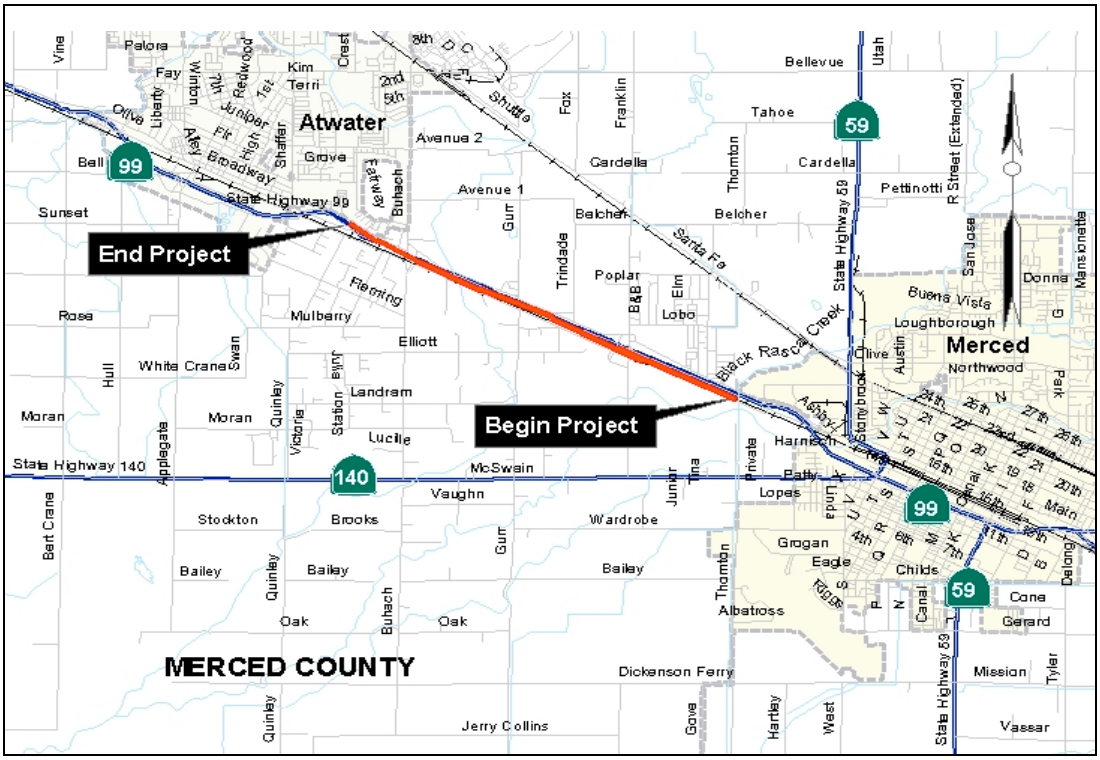
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	No	No	No	Included	Yes
Vertical Alignment	No	No	No	Included	Yes
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	
Interchange Spacing	Yes	Yes	Yes	Included	

PROJECT MANAGER: Not assigned

Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.3 miles north of Black Rascal Creek Bridge
to 0.3 miles south of East Atwater Overhead, in the County of Merced
Merced to Atwater 6-Lane, 4F to 6F
10-(No EA) Mer-99-PM 17.6/21.3

LOCATION MAP: Key Map Project Number 42 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane for traffic in each direction. Construct auxiliary lanes as needed. Reconstruct interchange.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose – Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without project	Year 2025 with project	Year 2025 Concept LOS
D	F	D	C

Additional Benefit – Removes non-standard freeway access by reconstructing interchange.
Additional Benefit – Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Support) needs to be initiated.
Fund Sources: None identified.
Current Construction Estimate: $75-85 million (05/06 FY)
Current Right-of-Way Estimate: $15-20 million (05/06FY)
Total Support Cost Estimate: $20 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.3 miles north of Black Rascal Creek Bridge
to 0.3 miles south of East Atwater Overhead, in the County of Merced
Merced to Atwater 6-Lane, 4F to 6F
10-(No EA) Mer-99-PM 17.6/21.3

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1.5 years
PA&ED:	3 - 5 years
R/W and Design:	2.5 - 3 years
Construction:	2.5 - 3 years
Total to Complete:	9.5 - 12.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Unknown	More infrastructure and more traffic creates more maintenance. New PCC on new alignments would reduce costs.
Structure	Decreased	Structures would be reconstructed; maintenance costs would be reduced.
Landscape, Graffiti, Litter	Increased	Landscape mitigation would require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance of lighting and ITS elements

PROJECT ISSUES

MAINLINE WIDENING: The median width would permit widening to the inside, but reconstruction of an interchange would require some mainline realignment.

STRUCTURES: On this segment, 2 local road structures would have to be replaced and 7 mainline structures would require widening.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

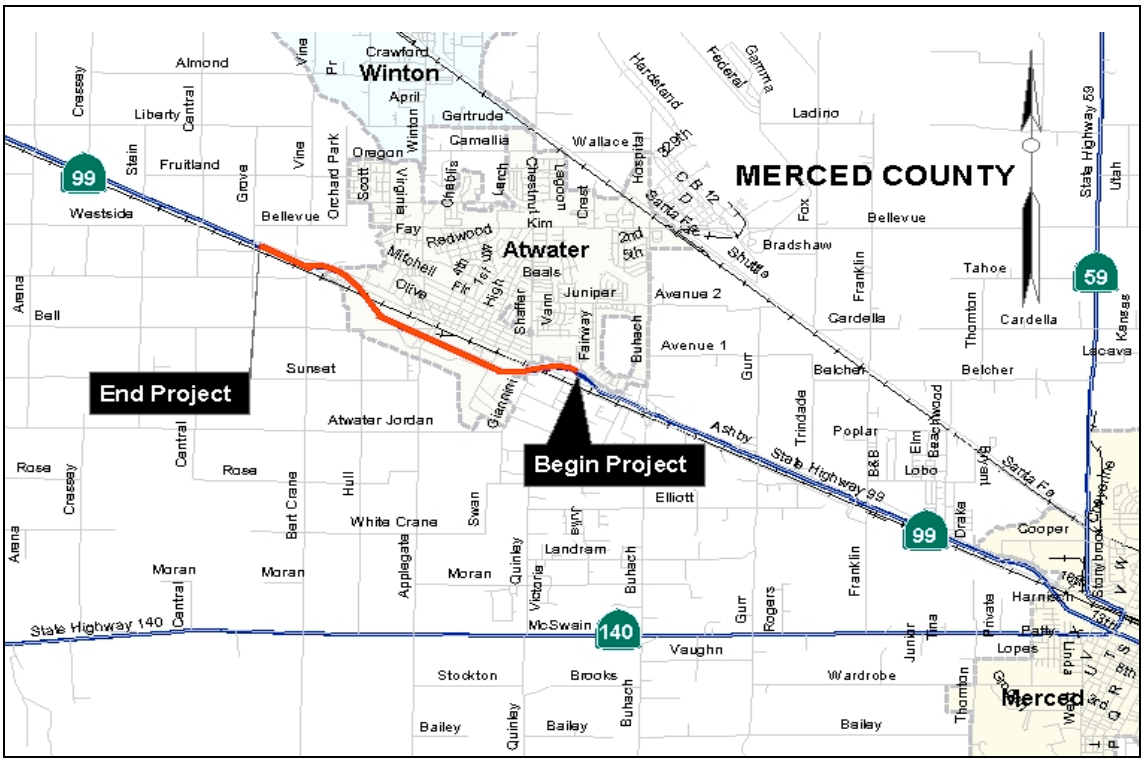
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	No	Yes	Yes	Included	
Vertical Alignment	No	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	Yes	Yes	Included	
Cross Slope	No	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	
Interchange Spacing	Yes	Yes	Yes	Included	

PROJECT MANAGER: Not assigned
Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.3 miles south of East Atwater Overhead
to 0.5 miles north of West Atwater Overhead, in the City of Atwater
Atwater 6-Lane, 4F to 6F
10-(No EA) Mer-99-PM 21.3/24.0

LOCATION MAP: Key Map Project Number 43 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction. Construct auxiliary lanes as needed. Reconstruct interchanges at some locations if required.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose – Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS)

Existing LOS	Year 2025 Without project	Year 2025 with project	Year 2025 Concept LOS
C	D	D	D

Additional Benefit – Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Support) needs to be initiated.
Fund Sources: None identified.
Current Construction Estimate: $40-50 million (05/06 FY)
Current Right-of-Way Estimate: $2-$4 million (05/06FY)
Total Support Cost Estimate: $14 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

Revised: 12/06/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.3 miles south of East Atwater Overhead
to 0.5 miles north of West Atwater Overhead, in the City of Atwater
Atwater 6-Lane, 4F to 6F
10-(No EA) Mer-99-PM 21.3/24.0

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	1.5 - 2 years
Construction:	1 - 2 years
Total to Complete:	5.5 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Unknown	Structures may be reconstructed; if so maintenance costs would be reduced.
Landscape, Graffiti, Litter	Increased	Landscape mitigation would require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance of lighting and ITS elements

PROJECT ISSUES

MEDIAN WIDTH: Additional lanes could be added in the median in this segment.

STRUCTURES: On this segment, two mainline structures would require widening and one structure does not meet vertical clearance requirements.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

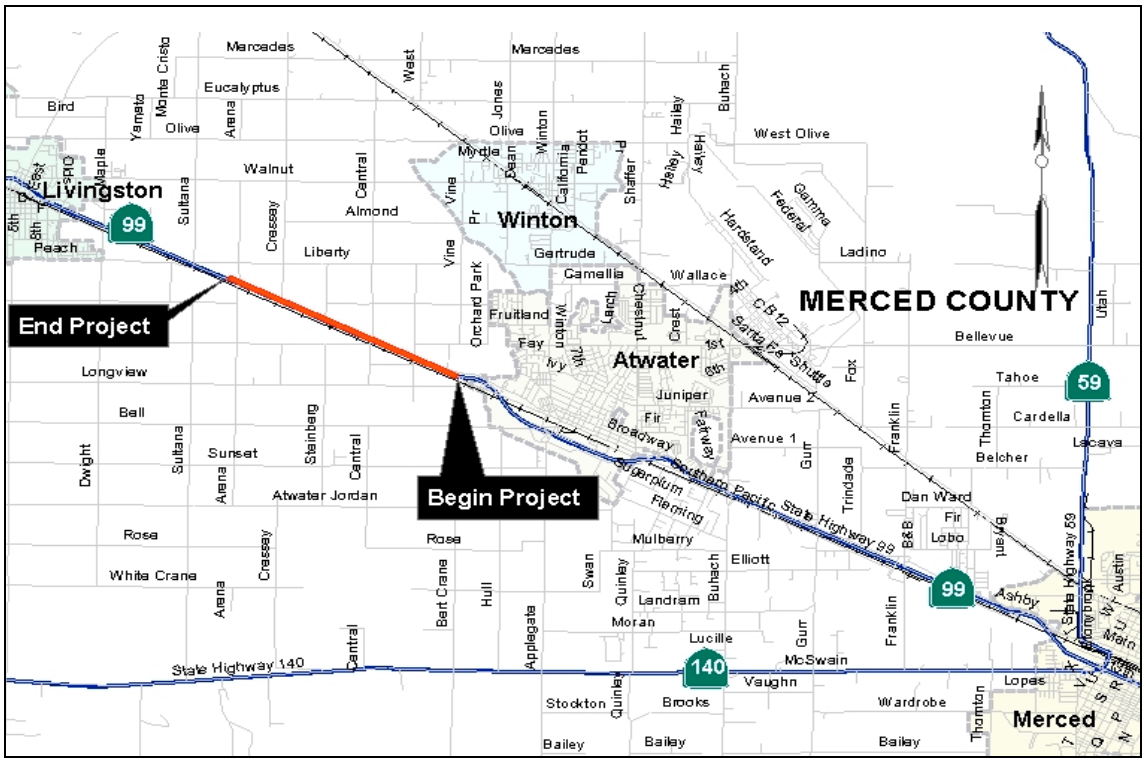
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	No	No	No	Included	Yes
Vertical Alignment	No	No	No	Included	Yes
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	No	No	No	Included	Yes
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Not assigned

Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.2 miles north of West Atwater Drive to 0.2 miles north of Arena Way, in Merced County
Atwater Freeway Project
10-414801 Mer-99-PM 23.8/R26.5

LOCATION MAP: Key Map Project Number 44 **PRIORITY CATEGORY 1**



PROJECT DESCRIPTION/SCOPE

Constructs 6-lane freeway on new alignment that will accommodate ultimate 8-lane freeway.
Constructs new interchange with local road connection.
Constructs local road improvements to mitigate lost access.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose - Converts 4-lane expressway to 6-lane freeway. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion and eliminating at-grade intersections.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without project	Year 2025 with project	Year 2025 Concept LOS
C	F	D	C

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Support) was completed in July 1998. Project Approval & Environmental Document were completed in March 2002.
Fund Sources: STIP/IIP
Escalated Construction Estimate: $32-$37 million (05/06 FY) Programmed Construction Amount: $37
Current Right-of-Way Estimate: $8 million (06/07 FY) Programmed Right-of-Way Amount: $8
Total Support Cost Estimate: $5.2 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED Completed PS&E $1.9 R/W $1.0 Construction $2.3

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.2 miles north of West Atwater Drive to 0.2 miles north of Arena Way, in Merced County
Atwater Freeway Project
10-414801 Mer-99-PM 23.8/R26.5

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	Completed
R/W and Design:	October 2006 Targeted
Construction:	3 years
Total to Complete:	4 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Decreased	New PCC pavement will be designed for high traffic volumes and heavy truck loads.
Structure	Increased	Addition of Inventory
Landscape, Graffiti, Litter	Increased	Landscape inventory and right-of-way increases
Electrical	Increased	Additional electrical cost and system maintenance of lighting and ITS elements

PROJECT ISSUES

GENERAL: Currently in PS&E phase, with construction and right-of-way capital programmed.

ENVIRONMENTAL IMPACTS: Environmental Document (ND/FONSI) completed March 2002.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

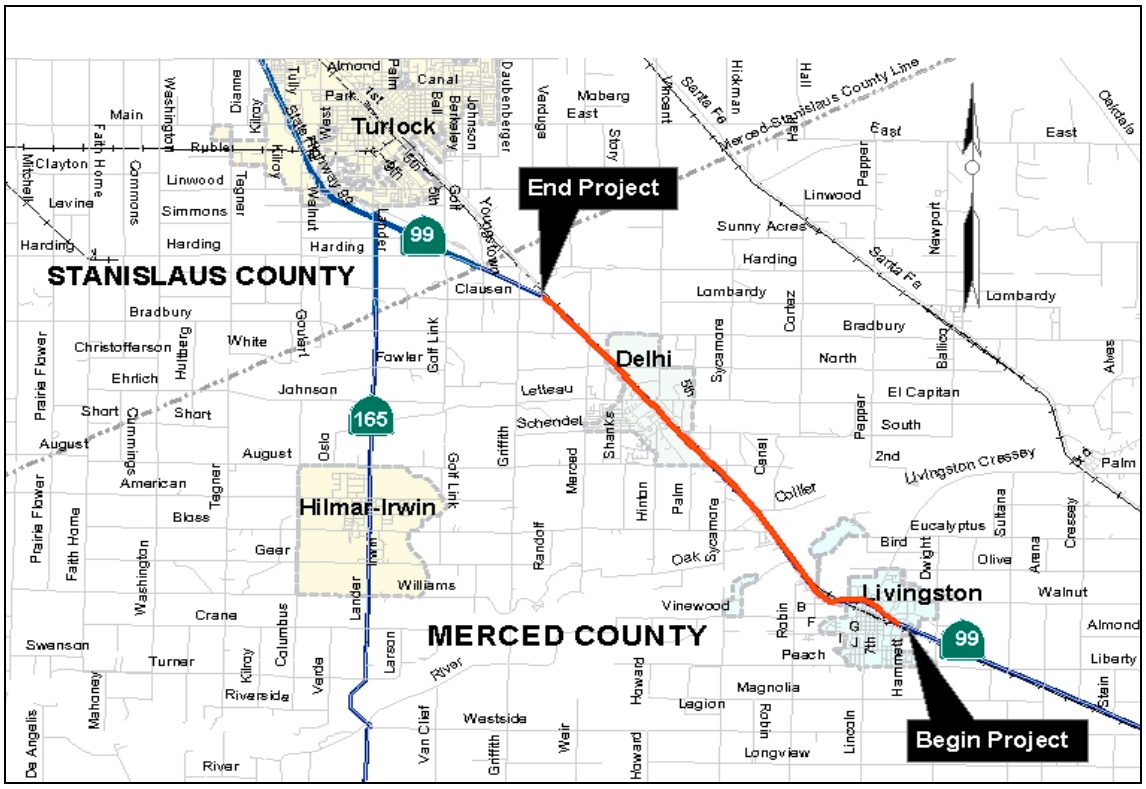
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	N/A	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	No	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Peter Jemerigbe (209) 948-7008

Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.4 miles south of Hammatt Avenue OC
to 0.1 miles south of South Turlock OC, in the County of Merced
Livingston 6-Lane, 4F to 6F
10-(NoEA) Mer-99-PM 28.8/36.2

LOCATION MAP: Key Map Project Number 45 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction. Construct auxiliary lanes as needed.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

Primary Purpose – Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
Additional Benefit - Improves safety by relieving congestion.
Additional Benefit - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
C	F	D	D

Additional Benefit – Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Support) needs to be initiated.
Fund Sources: None identified.
Current Construction Estimate: $40-$50 million (05/06 FY)
Current Right-of-Way Estimate: $0.5-1.0 million (05/06FY)
Total Support Cost Estimate: $11 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.4 miles south of Hammatt Avenue OC
to 0.1 miles south of South Turlock OC, in the County of Merced
Livingston 6-Lane, 4F to 6F
10-(NoEA) Mer-99-PM 28.8/36.2

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	1.5 - 2 years
Construction:	1.5 - 2 years
Total to Complete:	6 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	No Change	New PCC pavement will be added to PCC pavement that is in good condition.
Structure	No Change	Newer structures would be widened.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	None	No additional electrical system maintenance

PROJECT ISSUES

MEDIAN WIDTH: Additional lanes could be added in the median in this segment.

STRUCTURES: On this segment, 2 mainline structures would require widening.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

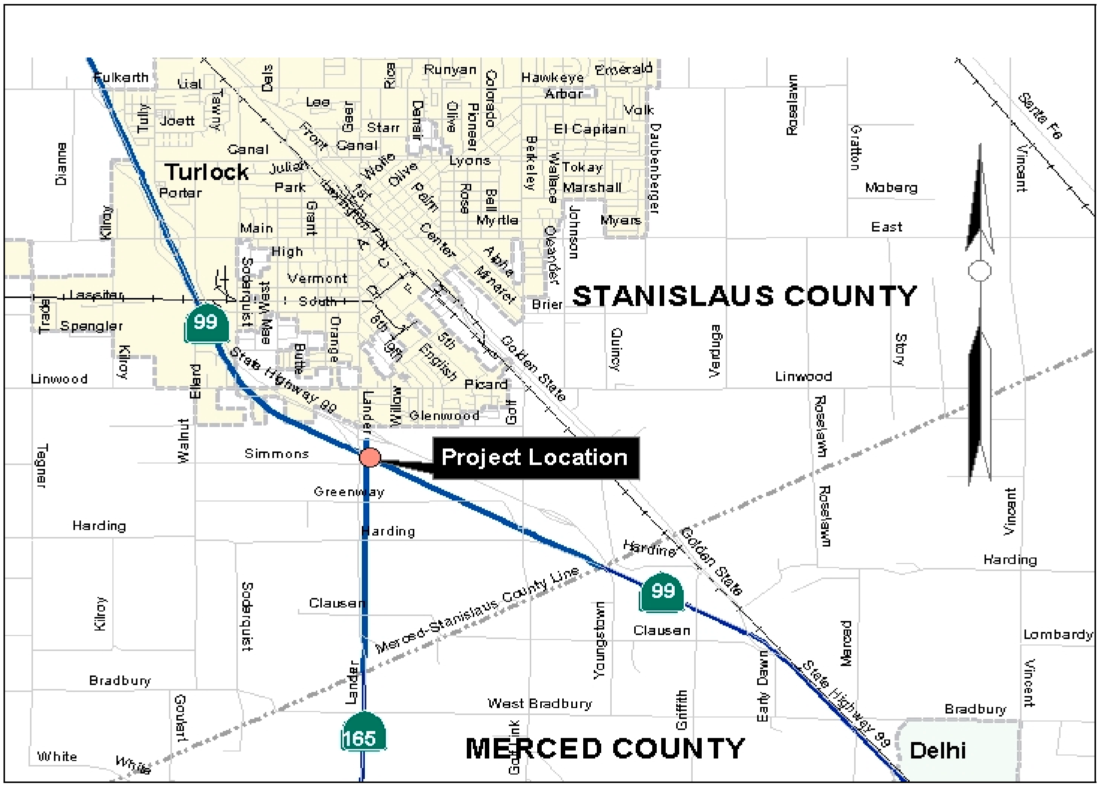
Interstate Controlling Criteria	Compliance to Standards				
	Existing SR	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Unknown or not assigned

Prepared by Chris Gardner

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Route99/165 (Lander Avenue) Interchange Project, in Stanislaus County
No EA Sta-99-PM R1.4

LOCATION MAP: Key Map Project Number 46 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Modify Lander Ave Interchange.
Realign and reconstruct the existing ramps.
Relocate Glenwood Avenue and Simmons Avenue to achieve standard ramp intersection spacing.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Modifies the interchange and realigns ramps to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $25-$30 million (05/06FY)
Current Right-of-Way Estimate: $3-$5 million (05/06FY)
Support Cost Estimate: $3-$9 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

 Revised: 12/04/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Route99/165 (Lander Avenue) Interchange Project, in Stanislaus County
No EA Sta-99-PM R1.4

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	1 years
Total to Complete:	6 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes on the ramps would increase maintenance costs.
Structure	Increased	Aging structure requires more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation would be required, increasing maintenance efforts.
Electrical	Increased	Intersection signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: This project is identified in the StanCOG RTP, Tier 1 Constrained List. Further studies are needed to assess specific project issues.

RIGHT-OF-WAY: Further studies will be needed to identify specific right-of-way issues.

STRUCTURES: This project does not contain any structure work.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

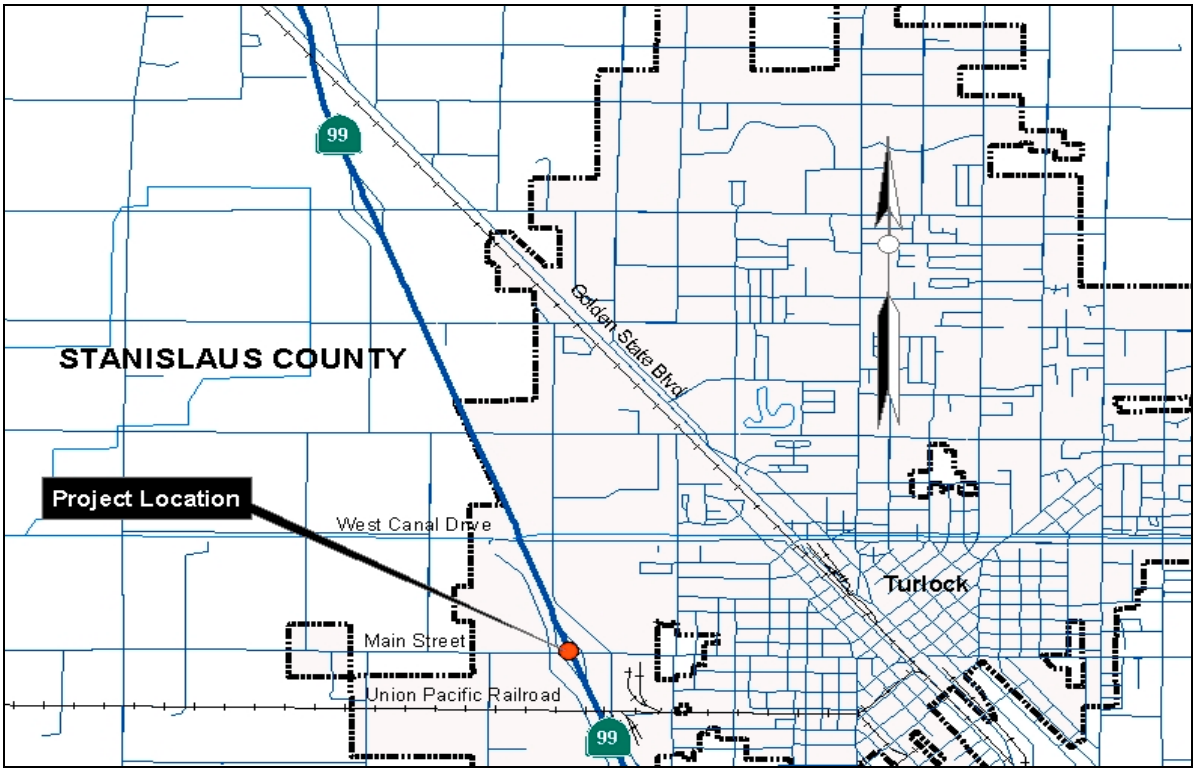
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Unknown or not assigned

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
West Main Street Interchange Project, In Stanislaus County
10-0F410 Sta-99-PM R3.2/R4.0

LOCATION MAP: Key Map Project Number 47 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Modify West Main Street Interchange.
Widen the existing structure (Br. No. 38 0141 L/R) to accommodate the future 8 lanes for Route 99.
Widen West Main Street to provide 6 lanes under the interchange facility.
Relocate existing NB off-ramp and provide ramp widening for NB and SB off-ramps.
Provide ramp widening to allow for dual entrance on both on-ramps.
Construct a NB loop on-ramp.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Modifies the interchange and realigns ramps to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: This project is not yet funded as anticipated in STIP.
Current Construction Estimate: $15-$20 million (05/06FY)
Current Right-of-Way Estimate: $3-$5 million (05/06FY)
Support Cost Estimate: $4-$6 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
West Main Street Interchange Project, In Stanislaus County
10-0F410 Sta-99-PM R3.2/R4.0

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	PSR completed in August 2005
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	6 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Increased	A wider structure and the existing aging structure will require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system will require more maintenance efforts.

PROJECT ISSUES

GENERAL: This project is located in an urban area where there is considerable development on both sides of the freeway.

RIGHT-OF-WAY: Right-of-way acquisition will have significant impact on the adjacent development. A total of 27 parcels will be affected. One (1) residence and three (3) businesses will need to be relocated.

STRUCTURES: The existing structure over West Main Street will be widened and lengthened to accommodate 8 lanes on Route 99 and 6 lanes on West Main Street crossing under the freeway. The modified structure will meet standard horizontal and vertical clearances.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation.

PROJECT DESIGN STANDARDS

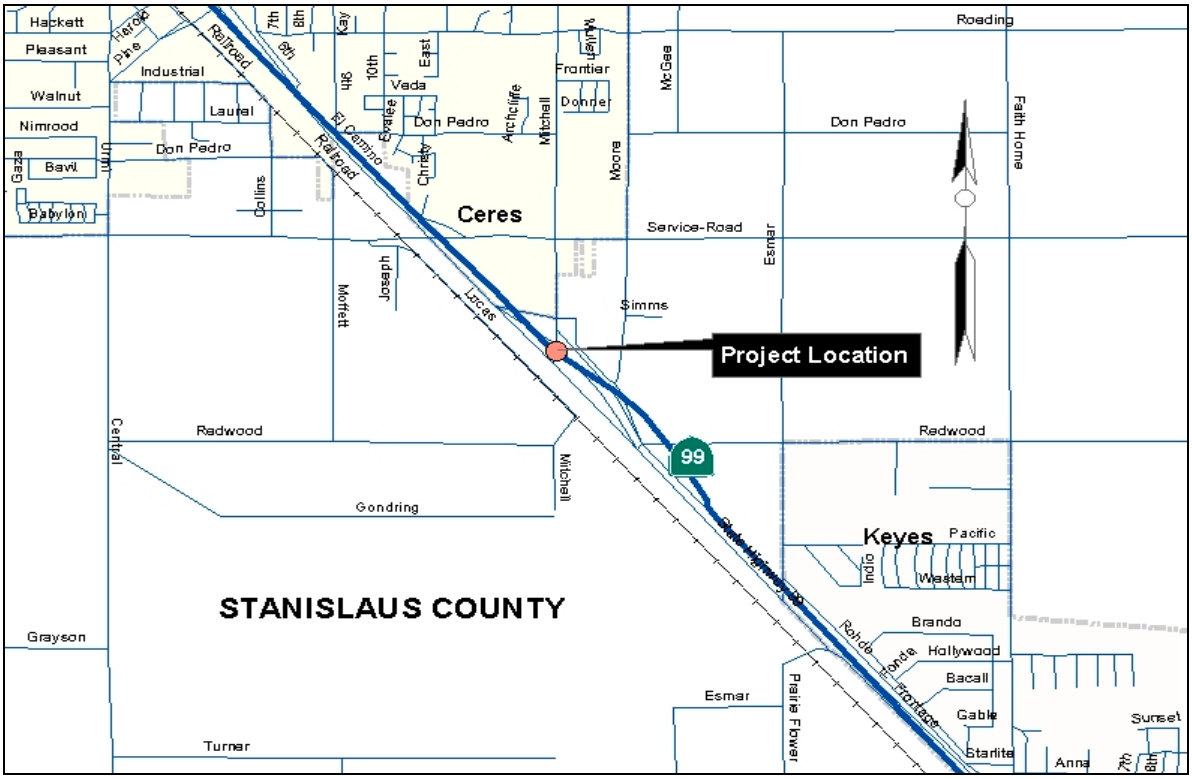
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Christina Hibbard (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Mitchell Road Interchange Project, In Stanislaus County
10-1A690 Sta-99-PM R9.7/R10.9

LOCATION MAP: Key Map Project Number 48 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct Mitchell Road Interchange.
Widen Mitchell Road and Service Road to accommodate 6 lanes.
Widen the existing structure (Br. No. 38 0094) to accommodate 6 lanes on Service Road.
Remove existing Mitchell Road UC and realign Mitchell Road perpendicular to Route 99 and the railroad.
Construct 3 new structures for Mitchell Road, the railroad, and the frontage road.
Construct a new frontage road on the east side of Route 99.
Relocate Lucas Road to intersect with Moffett Road, approximately 152 m south of Service Road.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs the interchange to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: This project is not yet funded as anticipated in STIP.
Current Construction Estimate: $40-$50 million (05/06FY)
Current Right-of-Way Estimate: $4-$6 million (05/06FY)
Support Cost Estimate: $10-$13 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Mitchell Road Interchange Project, In Stanislaus County
10-1A690 Sta-99-PM R9.7/R10.9

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	PSR completed in July 2002.
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	6 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional ramp lanes will increase maintenance.
Structure	Decreased	New structures will require less maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts..
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: There is not any significant development within the project vicinity.

RIGHT-OF-WAY: Local road expansion and relocation will require right-of-way acquisition.

STRUCTURES: A total of 4 structures are involved. The existing structure on Service Road will be widened to accommodate 6 lanes on Service Rd. Three new structures are proposed: one on the ramp and two on the mainline at Mitchell Road.

TRAFFIC HANDLING: Temporary local road traffic delays and ramp construction staging is expected to create public inconvenience during construction.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

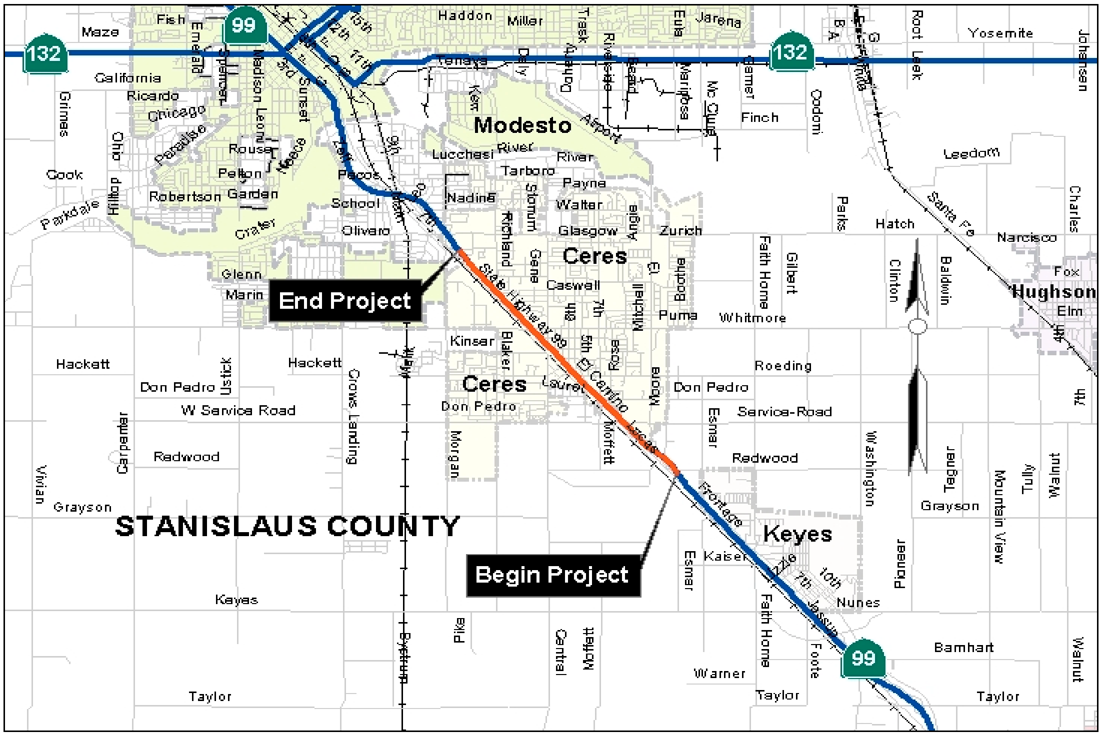
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Christina Hibbard (209) 948-7889

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Mitchell Road to Hatch Road, in Stanislaus County
10-0E560 (1) Sta-99-PM R10.0/R13.2

LOCATION MAP: Key Map Project Number 49 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Widen Route 99 to 8 lanes (both median and outside widening).

Replace Pine St. OC, Service Road OC, and Whitmore Avenue OC to accommodate the ultimate facility. Widen ramps to 2 lanes at Whitmore Interchange.

Widen Ramp A UC, North St. UC, and Second St. UC to accommodate the 8-lane facility with consideration to accommodate the ultimate facility.

Add auxiliary lanes on Route 99 between Pine St. Interchange and Whitmore Avenue Interchange.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Increases capacity by addition of lanes.

ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

ADDITIONAL BENEFIT - Improves operation by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	D	D

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.

Current Construction Estimate: $85-$95 million (05/06FY)

Current Right-of-Way Estimate: $20-$25 million (05/06FY)

Support Cost Estimate: $25-$27 million (05/06 FY)

Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Mitchell Road to Hatch Road, in Stanislaus County
10-0E560 (1) Sta-99-PM R10.0/R13.2

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	3 years
Total to Complete:	9 - 11 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Unchanged to increased	New wider structures will not require maintenance while older, widened structures will require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system will require more maintenance efforts.

PROJECT ISSUES

GENERAL: The median width is sufficient for part of the project limits. Widening will be done on the outside where median width is not sufficient.

RIGHT-OF-WAY: Right-of-way will be needed where widening is provided on the outside.

STRUCTURES: A total of 6 structures are affected with this project. Three structures will be replaced and 3 will be widened.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation where lanes are added on the outside. Minimal traffic handling will be required where widening is provided in the median.

PROJECT DESIGN STANDARDS

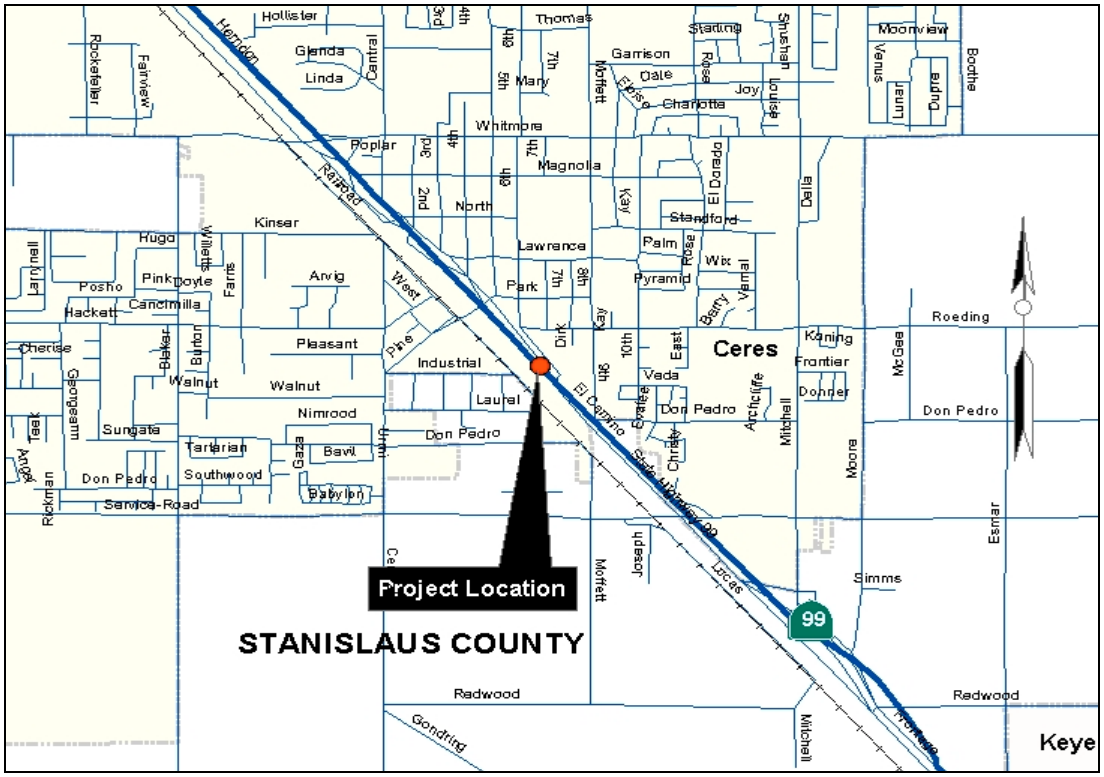
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Pine Street Interchange Project, in Stanislaus County
10-0E560 (6) Sta-99-PM R11.3

LOCATION MAP: Key Map Project Number 50 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct Pine Street, a partial interchange (working in conjunction with the Whitmore Interchange). Realign and reconstruct the existing hook ramps.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs interchange and realigns ramps to improve interchange and local road operations.

ADDITIONAL BENEFIT - Increases capacity by addition of lanes.

ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $25-$50 million (05/06FY)
Current Right-of-Way Estimate: $20-$25 million (05/06FY)
Support Cost Estimate: $7-$15 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0.

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Pine Street Interchange Project, in Stanislaus County
10-0E560 (6) Sta-99-PM R11.3

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	8 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes would increase maintenance costs.
Structure	Decreased	A new structure would require less maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation would require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: This partial interchange operates in tandem with the Whitmore Interchange. Realignment would provide complementary movements with the Whitmore Interchange and improve local road circulation. Local road couplets could be needed between Pine and Whitmore Streets. A PID is needed to develop a comprehensive understanding of the needs and impacts, establishing the scope and costs for various alternatives.

RIGHT-OF-WAY: Additional right-of-way will be needed in developed urban areas, which will have impacts on the community.

STRUCTURES: The existing structure will be reconstructed to meet standard vertical clearance.

TRAFFIC HANDLING: Temporary local road traffic delays and ramp construction staging is expected to create inconvenience during construction.

PROJECT DESIGN STANDARDS

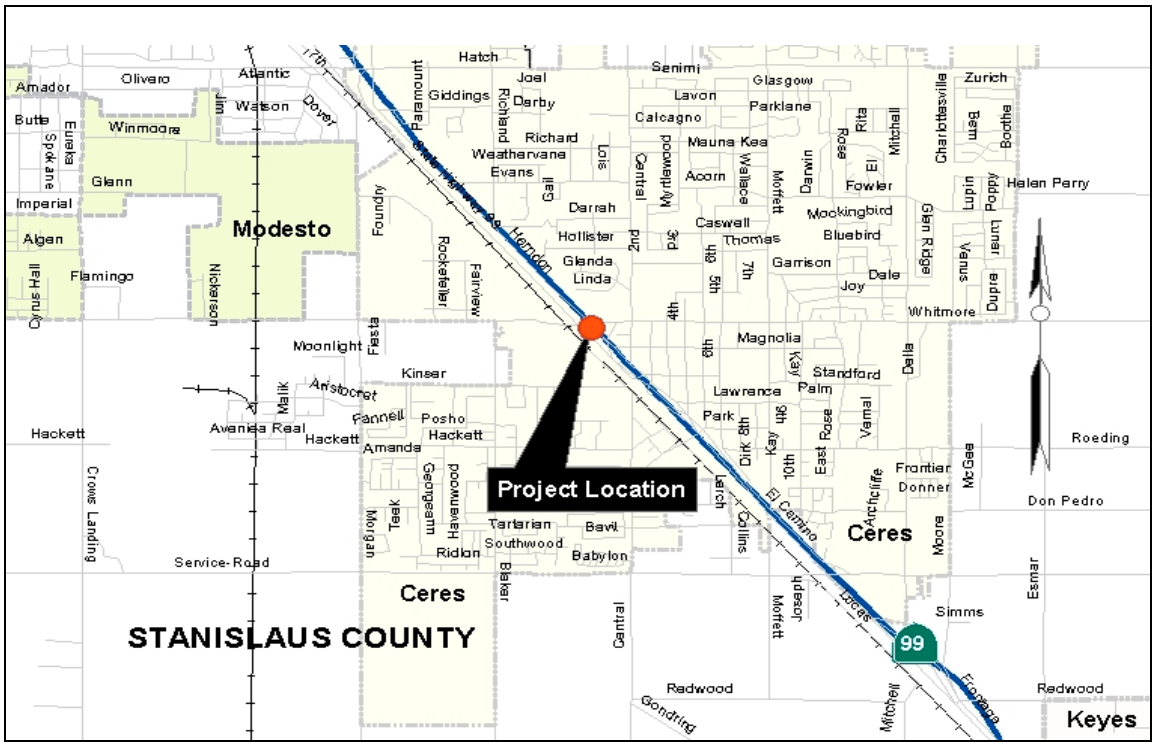
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Whitmore Ave Interchange Project, in Stanislaus County
10-2A770 Sta-99-PM R11.9

LOCATION MAP: Key Map Project Number 51 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct Whitmore Ave Interchange.
Realign and reconstruct the existing hook ramps.
Relocate Central Avenue and Herndon Avenue to the north of Whitmore Avenue.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs the interchange to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: Project is partially funded for support.
Current Construction Estimate: $25-$30 million (05/06FY)
Current Right-of-Way Estimate: $20-$25 million (05/06FY)
Support Cost Estimate: $7-$9 million (05/06 FY)
Programmed Support Phases; PA&ED $0.5, PS&E $2.6 million, R/W $2.4 million, Construction $2.3 million.

Revised: 12/04/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Whitmore Ave Interchange Project, in Stanislaus County
10-2A770 Sta-99-PM R11.9

SCHEDULE

The "Total to Complete" estimate assumes continuous programming.

PID:	Completed in April 1999
PA&ED:	Completed in July 2001
R/W and Design:	Proposed completion in December 2006
Construction:	3 years
Total to Complete:	4 - 5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Decreased	New structures will require less maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: The project is currently in the PS&E phase.

RIGHT-OF-WAY: Right-of-way certification needs to be secured for the project.

STRUCTURES: The existing structure at Whitmore Avenue will be reconstructed to accommodate 7 lanes on Whitmore Avenue. Local roads and ramps will be realigned to achieve standard geometry. The new structure will meet standard vertical and horizontal clearances.

TRAFFIC HANDLING: Temporary detours will be needed to carry the local streets during construction.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

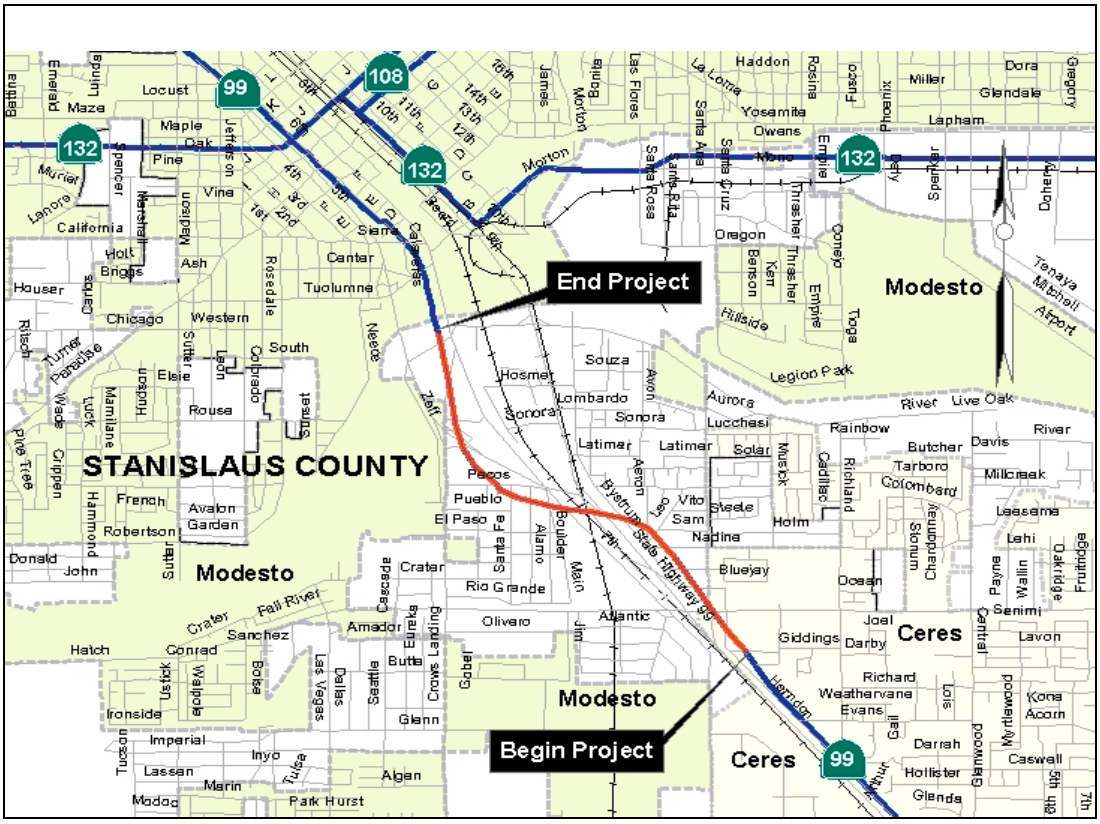
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7829

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Hatch Road to Tuolumne Blvd, in Stanislaus County
10-0E560 (2) Sta-99-PM R13.2/R15.1

LOCATION MAP: Key Map Project Number 52 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Widen Route 99 to 8 lanes (all median widening).
Widen S. Modesto UC, S. Modesto OH, Tuolumne River Br., and Tuolumne Blvd. Br. to accommodate the 8-lane facility with consideration to also accommodate the ultimate 10-lane concept facility.
Widen ramps to 2 lanes at Hatch Road Interchange, Crows Landing Interchange, and Tuolumne Blvd. Interchange.
Add auxiliary lanes on Route 99 between Tuolumne Blvd. and Crows Landing interchanges.
Construct soundwalls along existing residential properties.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE – Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.
ADDITIONAL BENEFIT - Improves operation by relieving congestion. Peak Hour Level of Service (LOS):

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	D	D

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $55-$60 million (05/06FY)
Current Right-of-Way Estimate: $0
Support Cost Estimate: $15-$18 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Hatch Road to Tuolumne Blvd, in Stanislaus County
10-0E560 (2) Sta-99-PM R13.2/R15.1

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	8 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Increased	Wider structures will require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system will require more maintenance efforts.

PROJECT ISSUES

GENERAL: The median width is sufficient for a standard design for the entire project limit. Therefore, no additional right-of-way is required.

STRUCTURES: A total of 4 structures are affected with this project. This project proposes to widen all 4 structures.

TRAFFIC HANDLING: Minimal traffic handling will be required since all widening is provided in the median.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

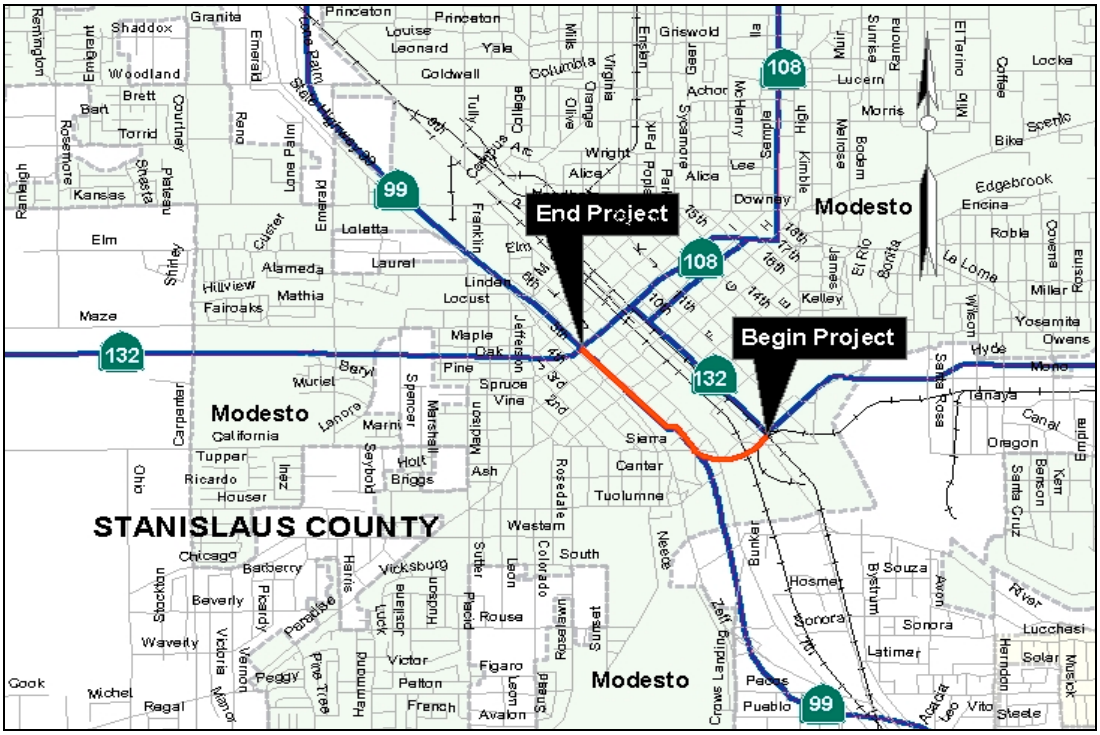
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Route 99/132 East Interchange Project, In Stanislaus County
10-0H770 Sta-99-PM R14.9/R15.6

LOCATION MAP: Key Map Project Number 53 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct a new diamond interchange at Sierra Dr. and widen Sierra Dr. OC.
Extend Route 132 (D Street) to intersect with 6th St with a new UP at the railroad.
Utilize 5th and 6th Streets as couplers to Route 132 at Maze Blvd.
Construct a freeway-to-freeway connection from Route 132 to SB 99.
Construct a freeway-to-freeway connection from Route 132 to NB 99.
Close and remove Tuolumne Interchange ramps.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Constructs a new interchange with freeway-to-freeway connections at Route 132.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $55-$65 million (05/06FY)
Current Right-of-Way Estimate: $4-$6 million (05/06FY)
Support Cost Estimate: $15-$20 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

Revised: 12/04/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Route 99/132 East Interchange Project, In Stanislaus County
10-0H770 Sta-99-PM R14.9/R15.6

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	7 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Increased	New inventory will be created along with widening of aging structure, requiring more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system will require more maintenance efforts.

PROJECT ISSUES

GENERAL: There is development on both sides of Route 99 at the new interchange location. The proposed project will remove some of the Route 132 traffic from Route 99.

RIGHT-OF-WAY: Right-of-way acquisition will require long leads and will impact several residences and businesses.

STRUCTURES: The existing Sierra Drive OC Bridge will be widened to accommodate 6 lanes on Sierra Dr. Two new freeway-to-freeway connections will improve circulation between the two routes while access to D and 6th Streets will be provided by local road ramps.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation.

PROJECT DESIGN STANDARDS

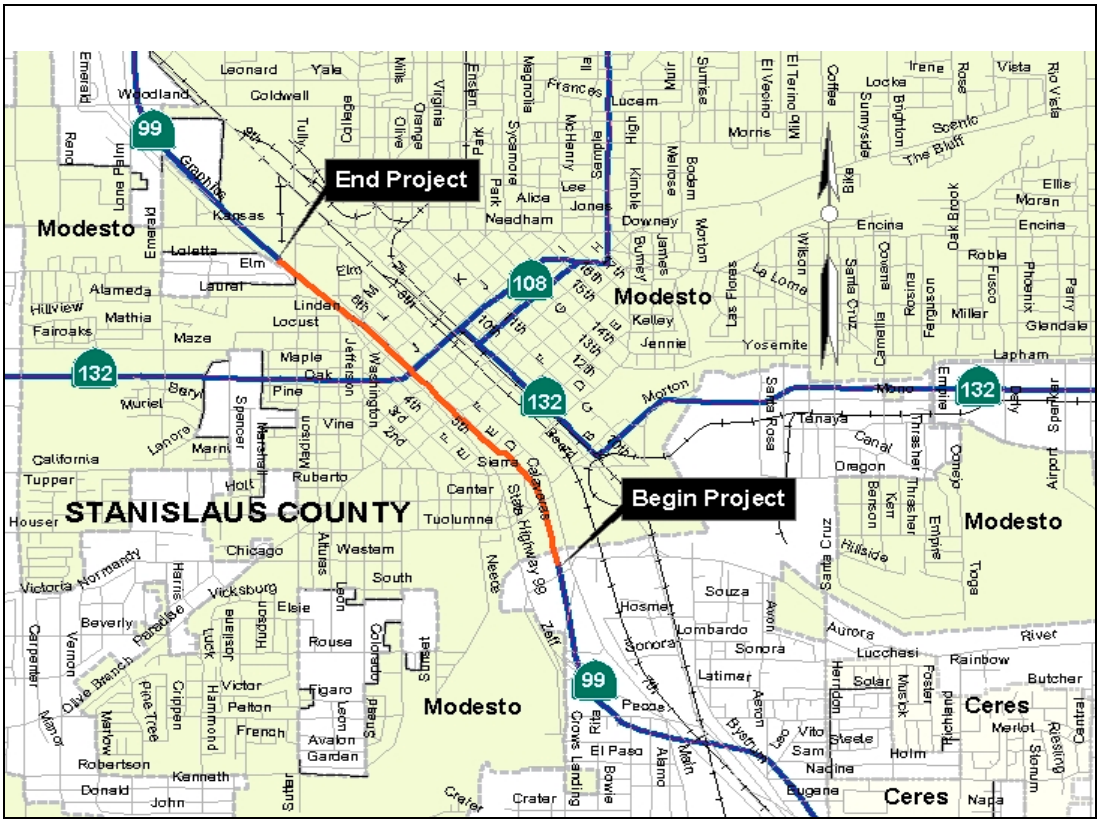
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Tuolumne Blvd to Kansas Avenue, in Stanislaus County
10-0E560 (3) Sta-99-PM R15.1/R16.8

LOCATION MAP: Key Map Project Number 54 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Widen Route 99 to 8 lanes (median widening with some outside widening).
Reconstruct Kansas Avenue Interchange and Route 99/Route 132 Interchange to accommodate the 8-lane facility with consideration to also accommodate the ultimate 10-lane concept facility.
Replace I-Street OC and K-Street OC to accommodate the 8-lane facility with consideration to also accommodate the ultimate 10-lane concept facility.
Widen ramps to 2 lanes at I-Street and K-Street.
Add auxiliary lanes on Route 99 between Kansas and Route 99/Route 132 Interchange.
Construct soundwalls along existing residential properties.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.
ADDITIONAL BENEFIT - Improves operation by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	D	D

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $50-$60 million (05/06FY)
Current Right-of-Way Estimate: $10-$15 million (05/06FY)
Support Cost Estimate: $15-$18 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

Revised: 12/04/05

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Tuolumne Blvd to Kansas Avenue, in Stanislaus County
10-0E560 (3) Sta-99-PM R15.1/R16.8

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	8 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Unchanged to minor increase	The new structure will require little to no maintenance while the older, aging structures will require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system will require more maintenance efforts.

PROJECT ISSUES

GENERAL: The median width is sufficient for most of the project limits. Widening will be done on the outside where median width is not sufficient.

RIGHT-OF-WAY: Right-of-way will be needed where widening is provided on the outside.

STRUCTURES: A total of 4 structures are affected with this project. Two structures will be replaced and 2 will be widened.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation where lanes are added on the outside. Minimal traffic handling will be required where widening is provided in the median.

PROJECT DESIGN STANDARDS

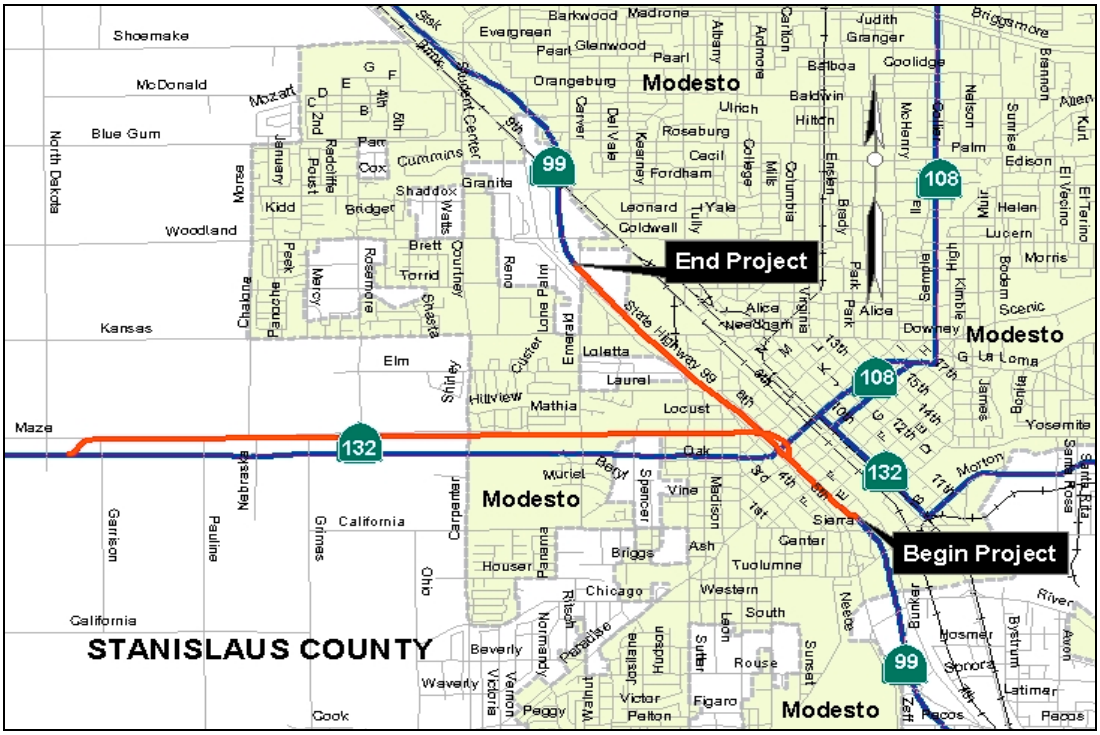
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Route 99/132 West Interchange Project, In Stanislaus County
10-40350 Sta-99-PM R15.6/R17.5

LOCATION MAP: Key Map Project Number 55 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Construct a 4-lane expressway along the adopted route for Route 132 from Dakota Avenue to Route 99.
Construct a freeway-to-freeway connection just south of Route 99/Kansas Avenue.
Construct a partial interchange at Carpenter Road with EB off-ramp and WB on-ramp.
Construct an overcrossing at Emerald Avenue.
Construct auxiliary lanes on Route 99 between the Route 99/132 connector and the 'I' Street ramps.
Close existing L Street on/off-ramps.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs the interchange to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.
ADDITIONAL BENEFIT - Improves operation by relieving congestion. Peak Hour Level of Service (LOS):

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
E	F	F	D

PROJECT AND FUNDING STATUS

Fund Sources: Project is funded in part.
Current Construction Estimate: $75-$85 million (05/06FY)
Current Right-of-Way Estimate: $11-$13 million (05/06FY)
Support Cost Estimate: $23-$25 million (05/06 FY)
Programmed Support Phases; PA&ED $3.2 million, PS&E $0, R/W $2.4 million, Construction $4.0 million
Additional funding (from SAFETEALU); $14.4 million

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Route 99/132 West Interchange Project, In Stanislaus County
10-40350 Sta-99-PM R15.6/R17.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	3 years
Total to Complete:	9 - 11 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	A new alignment and additional lanes will increase maintenance costs.
Structure	Increased	Added inventory would be created on Route 132.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: There is development on both sides of Route 99 at the new interchange location. The proposed project will construct freeway-to-freeway connections at the intersection of Route 99/132.

RIGHT-OF-WAY: Right-of-way acquisition along Route 99 will require long leads and will impact several residences and businesses. Most of the right-of-way on Route 132 has been acquired.

STRUCTURES: Three new structures are proposed. The new partial interchange at Carpenter Rd. will have an eastbound off-ramp and a westbound on-ramp. The freeway-to-freeway connectors will span Route 99 at three different elevations.

TRAFFIC HANDLING: This project would result in major improvements to the local area circulation system.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

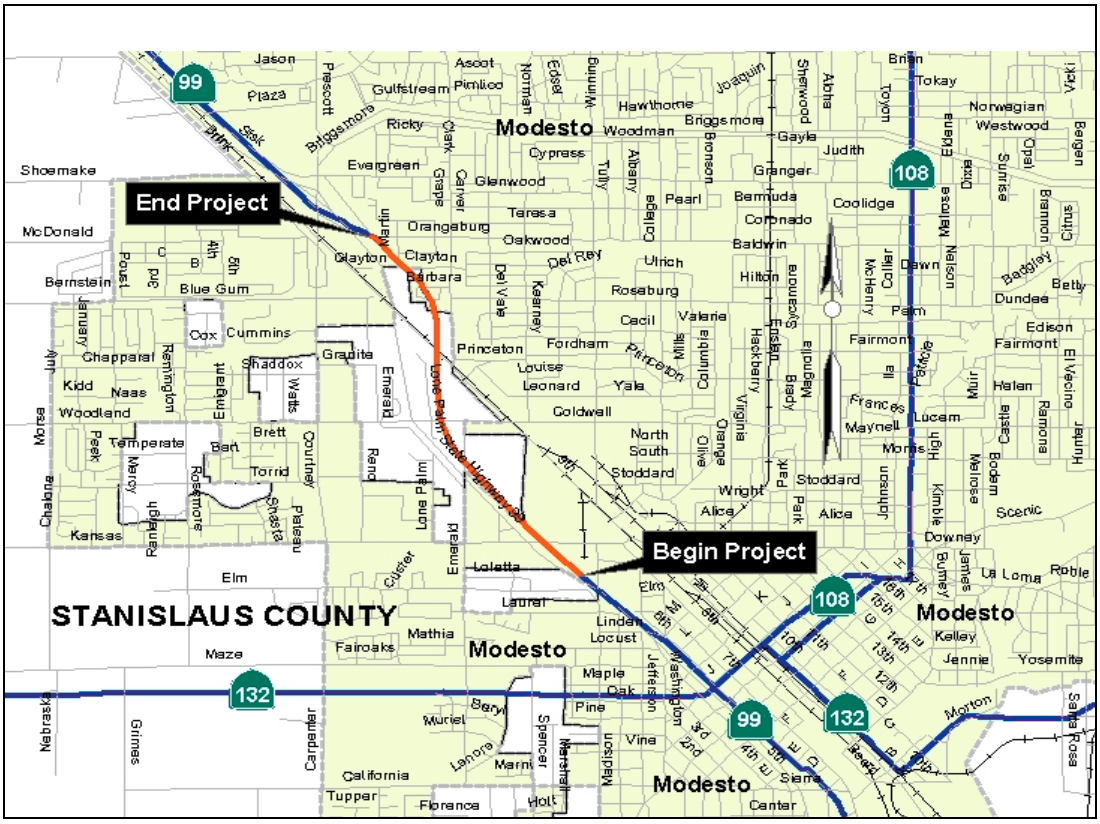
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Kansas Avenue to Carpenter Road, in Stanislaus County
10-0E560 (4) Sta-99-PM R16.8/R18.5

LOCATION MAP: Key Map Project Number 56 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Widen Route 99 to 8 lanes (outside widening with some median widening).
Replace Woodland Avenue OC and widen West Modesto OH to accommodate the 8-lane facility with consideration to accommodate the ultimate 10-lane concept facility.
Construct soundwalls along existing residential properties.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.
ADDITIONAL BENEFIT - Improves operation by relieving congestion. Peak Hour Level of Service (LOS):

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	F	D

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $30-$35 million (05/06FY)
Current Right-of-Way Estimate: $10-$15 million (05/06FY)
Support Cost Estimate: $9-$10million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Kansas Avenue to Carpenter Road, in Stanislaus County
10-0E560 (4) Sta-99-PM R16.8/R18.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	8 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Unchanged to minor increase	The new structure will require little to no maintenance while the older, aging structures will require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: Widening will be provided on the outside for the most part. Where there is sufficient median width, widening will be provided in the median at a few locations.

RIGHT-OF-WAY: Right-of-way will be needed where widening is provided on the outside.

STRUCTURES: A total of 2 structures are affected with this project. One structure will be replaced and the other will be widened.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation where lanes are added on the outside. Minimal traffic handling will be required where widening is provided in the median.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

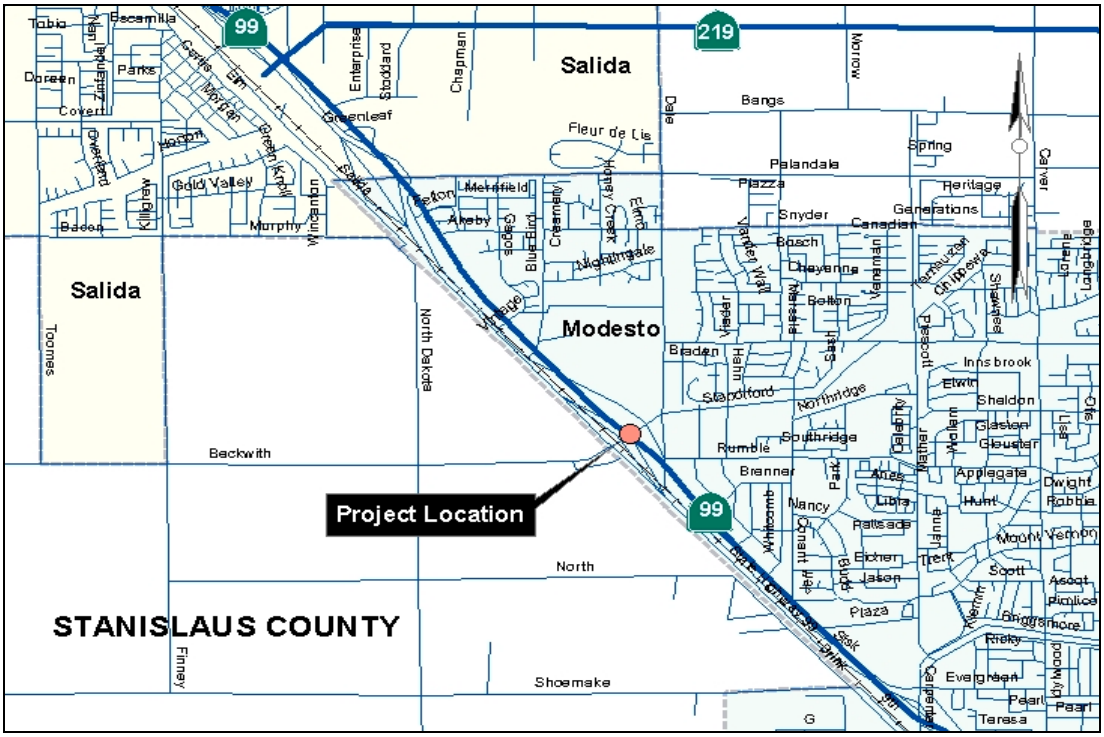
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Standiford Ave Interchange Project, in Stanislaus County
No EA Sta-99-PM R19.9

LOCATION MAP: Key Map Project Number 57 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct Standiford Ave Interchange.
Widen Standiford Ave to 8 Lanes.
Realign and reconstruct the existing ramps.
Construct NB and SB loop ramps.
Relocate Sisk Road to achieve standard ramp intersection spacing.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs interchange and realigns ramps to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $60-$70 million (05/06FY)
Current Right-of-Way Estimate: $7-$10 million (05/06FY)
Support Cost Estimate: $18-$20 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Standiford Ave Interchange Project, in Stanislaus County
No EA Sta-99-PM R19.9

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	8 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes would increase maintenance costs.
Structure	Decreased	New structure would require less maintenance.
Landscape, Graffiti, Litter	Unchanged	It is assumed that landscape mitigation would not be required.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: This project is identified in the StanCOG RTP, Tier 1 Constrained List. Further studies are needed to assess specific issues.

RIGHT-OF-WAY: Further studies will be needed to identify right-of-way impacts and environmental concerns.

STRUCTURES: The existing structure will be reconstructed and widened to accommodate the future 10-lane facility. Loop ramps will be constructed to improve interchange operation.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

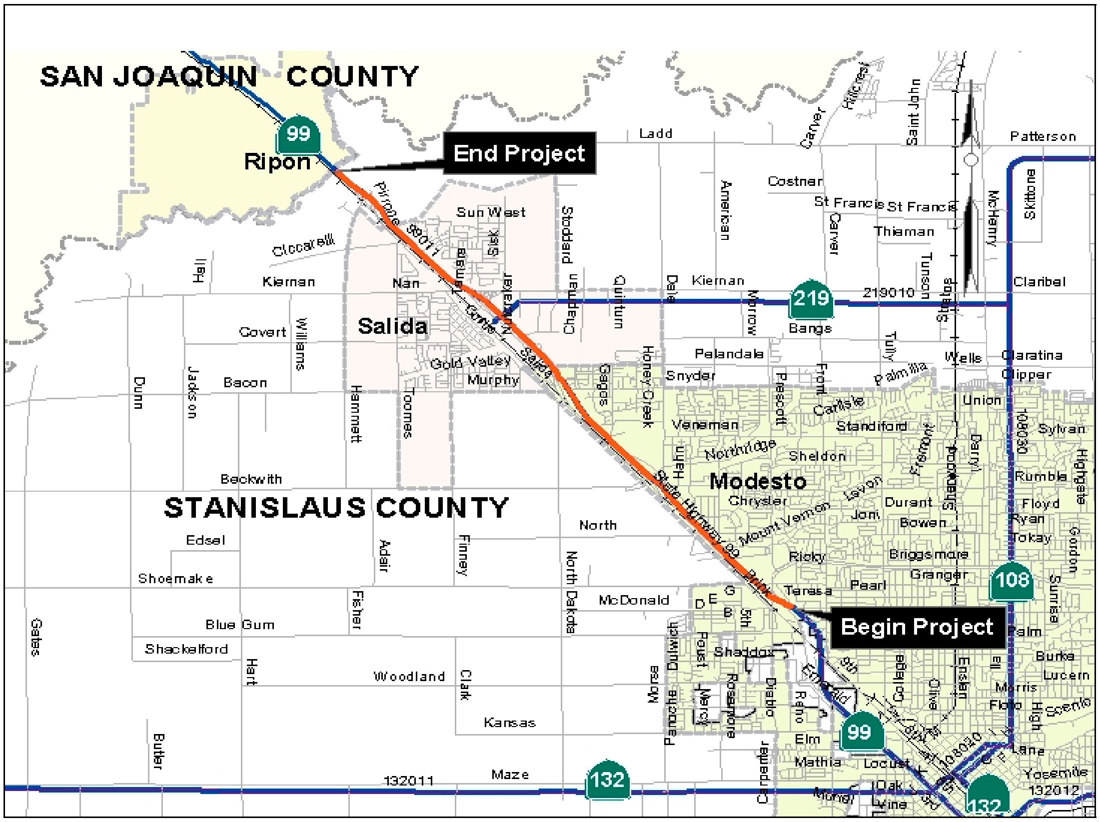
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	Yes	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Unknown or not assigned

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Carpenter Road to County Line, in Stanislaus County
10-0E560 (5) Sta-99-PM R18.5/R24.7

LOCATION MAP: Key Map Project Number 58 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Widen Route 99 to 8 lanes (all median widening).
Construct soundwalls along existing residential properties.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.
ADDITIONAL BENEFIT - Improves operation by relieving congestion. Peak Hour Level of Service (LOS):

Existing LOS	Year 2025 Without the project	Year 2025 with project	2025 Route Concept LOS
D	F	F	D

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $45-$50 million (05/06FY)
Current Right-of-Way Estimate: $0 (05/06FY)
Support Cost Estimate: $13-$15 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
6F-8F From Carpenter Road to County Line, in Stanislaus County
10-0E560 (5) Sta-99-PM R18.5/R24.7

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	8 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Increased	Aging structure will need more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: The median width is sufficient for lane additions; no additional right-of-way is required. The inside shoulder width will require a design exception at the bridge columns.

STRUCTURES: Non-standard horizontal clearance to bridge column will also require a design exception.

TRAFFIC HANDLING: Minimal traffic handling will be required since all widening would be in the median.

PROJECT DESIGN STANDARDS

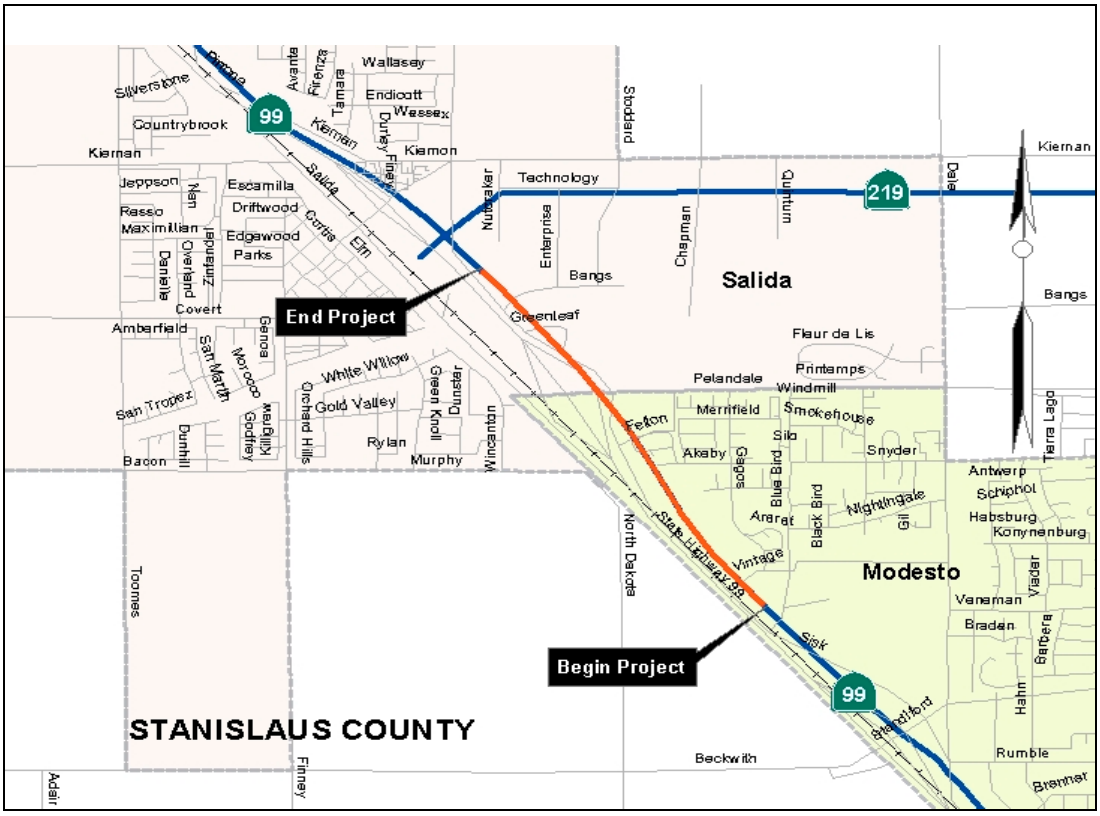
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	No	No	Included	Yes
Bridge Width				Excluded	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	No	No	Included	Yes
Vertical Clearance	Yes	Yes	Yes	Excluded	
Bridge Structural Capacity	Yes	Yes	Yes	Excluded	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Pelandale Avenue Interchange Project, in Stanislaus County
10-47210 Sta-99-PM R21.0/R22.4

LOCATION MAP: Key Map Project Number 59 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct Pelandale Avenue Interchange to Type L-9.
Widen Pelandale Avenue to 8 lanes to allow median turn lanes.
Realign Sisk Road to meet intersection spacing requirements.
Signalize Pelandale Avenue/Salida Blvd. Intersection.
Add auxiliary lanes on Route 99 between Pelandale Avenue and Route 219 Interchange.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs the interchange to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: Project is not funded.
Current Construction Estimate: $25-$30 million (05/06FY)
Current Right of Way Estimate: $35-$40 million (05/06FY)
Support Cost Estimate: $7-$10 million (05/06 FY)
Programmed Support Phases; PA&ED $0.5 million, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Pelandale Avenue Interchange Project, in Stanislaus County
10-47210 Sta-99-PM R21.0/R22.4

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	7 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Decreased	New structures will require less maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: This project proposes to reconstruct the Pelandale Avenue Interchange. The existing Sisk Road/Pelandale Avenue Intersection would be relocated 160 meters east of the northbound ramp intersection to meet Caltrans standards. The project is on hold pending a meeting with the local agencies.

RIGHT-OF-WAY: Local road expansion and relocation will require right-of-way acquisition.

STRUCTURES: The existing Pelandale Avenue Overcrossing will be widened to accommodate 8 lanes on Pelandale Avenue. The new structure will meet standard horizontal and vertical clearances.

TRAFFIC HANDLING: Temporary local road traffic delays and ramp construction staging is expected to create public inconvenience during construction.

PROJECT DESIGN STANDARDS

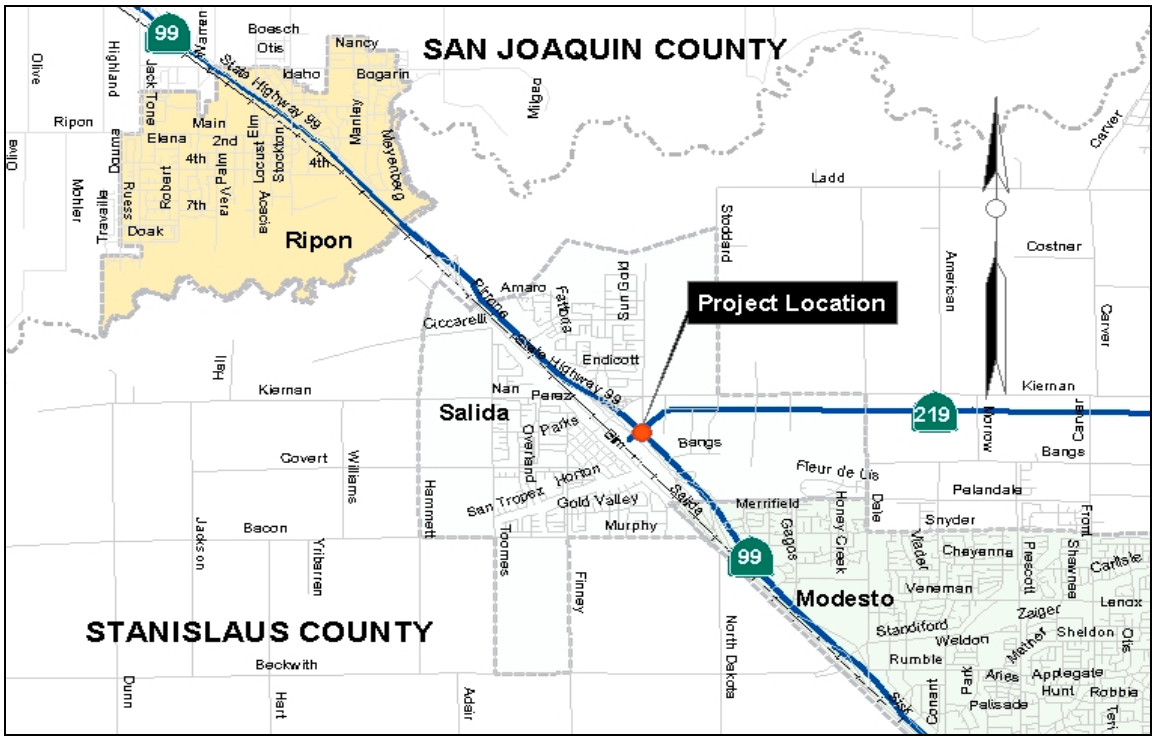
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	Yes	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Na'imah Abd'Allah (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Kiernan Avenue Interchange Project, In Stanislaus County
10-0L330 Sta-99-PM R21.9/R23.2

LOCATION MAP: Key Map Project Number 60 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct the interchange at Route 99 and Route 219 (Kiernan Avenue).
Widen Route 219 to 8 lanes within the interchange vicinity.
Construct auxiliary lanes on SB on-ramp and NB off-ramp.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs the interchange with freeway-to-freeway connections at Route 219.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: This project is not yet funded as anticipated in STIP.
Current Construction Estimate: $35-$45 million (05/06FY)
Current Right-of-Way Estimate: $4-$5 million (05/06FY)
Support Cost Estimate: $10-$12 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Kiernan Avenue Interchange Project, In Stanislaus County
10-0L330 Sta-99-PM R21.9/R23.2

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	PID completed in May 2004.
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	2 years
Total to Complete:	6 - 8 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Decreased	The new structure would require less maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: There is development on both sides of Route 99 at the interchange location.

RIGHT-OF-WAY: This project proposes to build retaining walls at the structure abutments to allow for future 10-lane facility without acquiring additional right-of-way. Local road expansion will require right-of-way acquisition, which might have significant impact on adjacent development.

STRUCTURES: The existing Kiernan Avenue structure will be replaced to accommodate 10 lanes on Route 99 and 8 lanes on Route 219. The new structure will meet standard horizontal and vertical clearances. The new freeway-to-freeway connections will improve circulation between the two routes.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

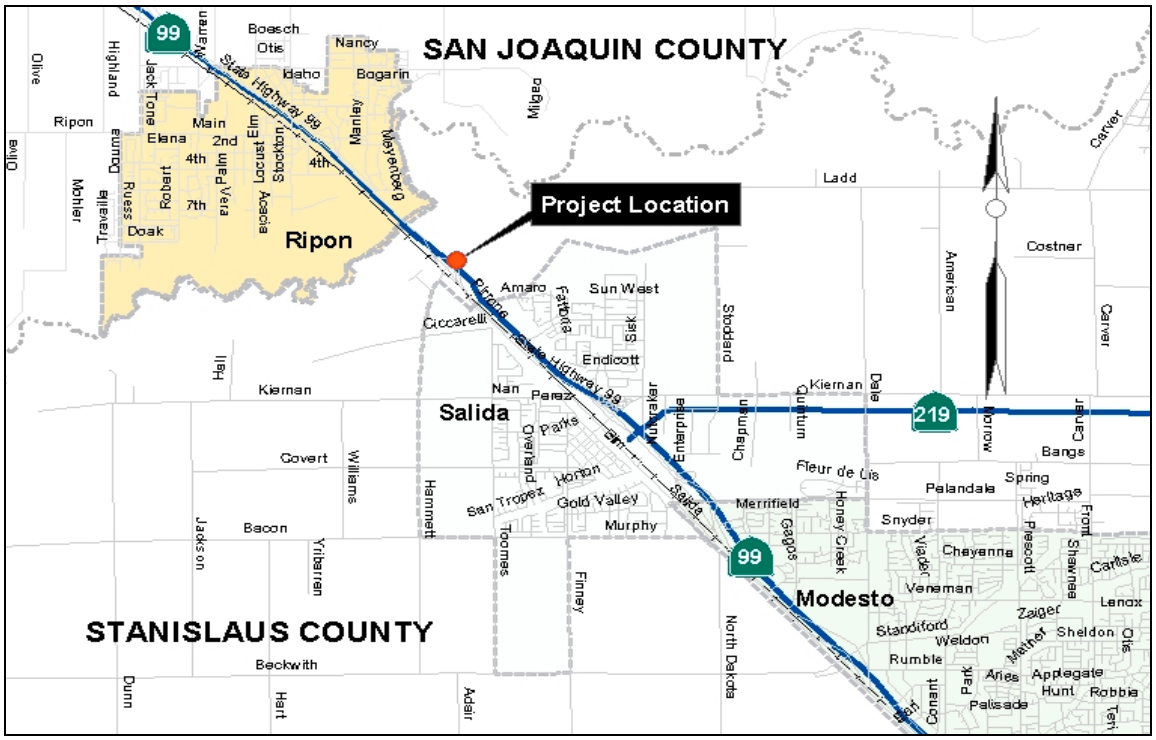
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width				Excluded	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Christina Hibbard (209) 948-7889

Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Hammett Road Interchange Project, In Stanislaus County
10-0L320 Sta-99-PM R23.8/R24.8

LOCATION MAP: Key Map Project Number 61 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct the interchange at Route 99 and Hammett Road.
Widen Hammett Road to 9 lanes within the interchange to increase capacity.
Widen Hammett Road OH (Br. No. 38-0158Y) to accommodate 9 lanes on Hammett Road.
Widen Stanislaus River Bridge (No. 29-0013 L/R) to accommodate auxiliary lanes.
Construct auxiliary lanes on NB and SB on-ramps and SB off-ramp.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Reconstructs the interchange to improve operation.
ADDITIONAL BENEFIT - Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety on Route 99 by relieving congestion.

PROJECT AND FUNDING STATUS

Fund Sources: This project is not yet funded as anticipated in STIP.
Current Construction Estimate: $55-$65 million (05/06FY)
Current Right-of-Way Estimate: $2-$3 million (05/06FY)
Support Cost Estimate: $15-$20 million (05/06 FY)
Programmed Support Phases; PA&ED $0, PS&E $0, R/W $0, Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
Hammett Road Interchange Project, In Stanislaus County
10-0L320 Sta-99-PM R23.8/R24.8

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	PID completed in May 2004.
PA&ED:	2 - 4 years
R/W and Design:	2 - 2.5 years
Construction:	3 years
Total to Complete:	7 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Increased	Widened, aging structures would require more maintenance.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: This project is located in an undeveloped rural area. Cultural and biological resources at Stanislaus River would be the controlling element in completion of the environmental document.

RIGHT-OF-WAY: Right-of-way acquisition will not have significant impacts on the adjacent properties.

STRUCTURES: The existing structure over Hammett Road and Stanislaus River will be widened. The widened structures will meet standard horizontal and vertical clearances.

TRAFFIC HANDLING: This project requires ramp and local road closures impacting the local circulation.

PROJECT DESIGN STANDARDS

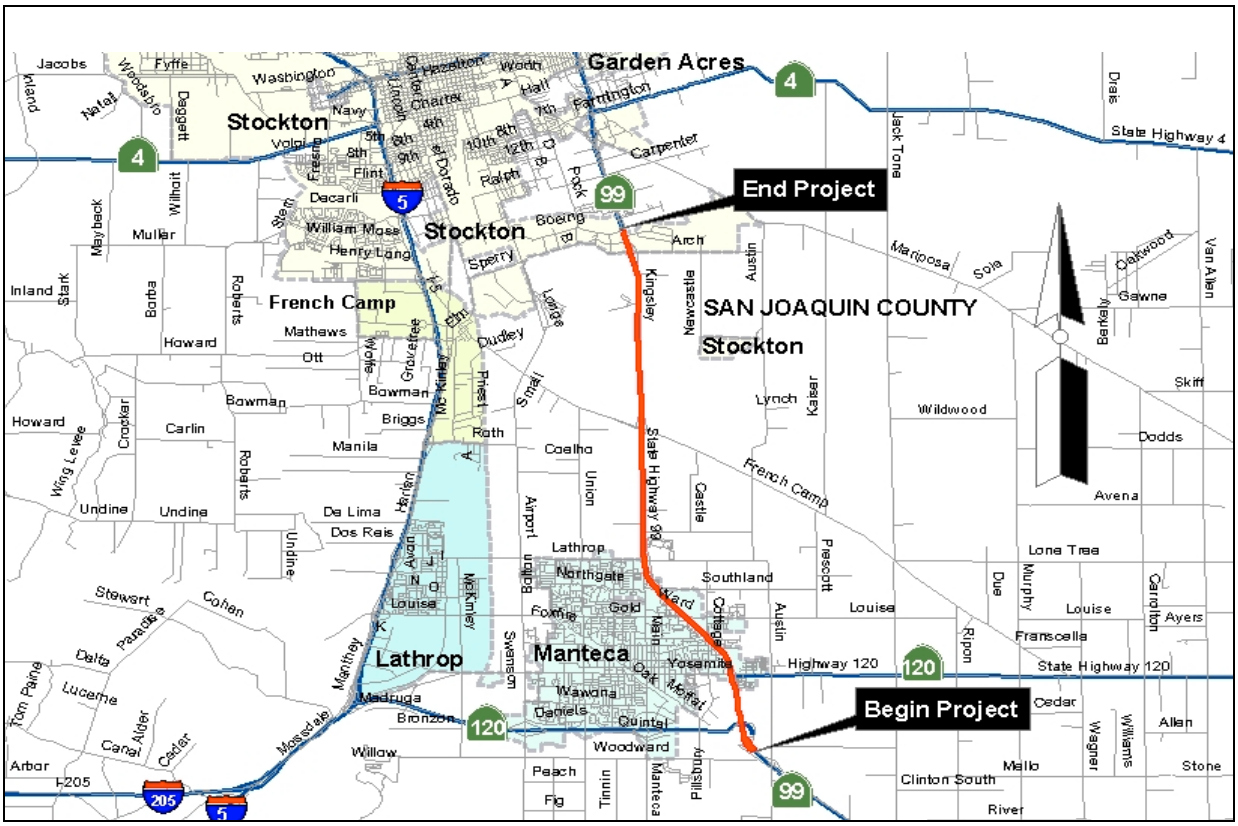
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width				Excluded	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Christina Hibbard (209) 948-7889
Prepared by Majid Monfaredian

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Route 120 to 0.4 miles North of Arch Road, in San Joaquin County
Manteca 6-Lane, 4F to 6F
10-0E610K SJ-99-PM 5.3/15.0

LOCATION MAP: Key Map Project Number 62 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction.
Interchange and bridge reconstruction.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
F	F	F	D

ADDITIONAL BENEFIT - Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Supplemental Project Study Report (Project Development Report) was completed and signed in August 2004.
Fund Sources: It is proposed that this project be funded in the 2006 STIP for PA&ED.
Escalated Construction Estimate: $200 million (13/14 FY)
Current Right-of-Way Estimate: $3.5 million (09/10 FY)
Total Support Cost Estimate: $35 million (06/07 FY)
Programmed Support Phases: PID Completed PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Route 120 to 0.4 miles North of Arch Road, in San Joaquin County
Manteca 6-Lane, 4F to 6F
10-0E610K SJ-99-PM 5.3/15.0

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 - 2.5 years
Total to Complete:	7 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Unknown	Structures may be reconstructed; if so maintenance costs would be reduced.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance.

PROJECT ISSUES

GENERAL: This project proposes a 6-lane facility; the concept facility is a minimum of 8 lanes.

MEDIAN WIDTH: The completed PSR proposes widening in the median. This will require approval of a Mandatory Design Exception.

STRUCTURES: On this segment, 6 mainline structures would require widening. Additionally, 5 structures do not meet vertical and/or horizontal clearance requirements.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Kevin Sheridan (209) 948-7854

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.4 miles North of Arch Road to 0.1 miles south of Route 4, in San Joaquin County
South Stockton 6-Lane, 4F to 6F
10-3A1000 SJ-99-PM 15.0/18.6

LOCATION MAP: Key Map Project Number 63 **PRIORITY CATEGORY 2**

PROJECT DESCRIPTION/SCOPE

Construct one additional lane in the median for traffic in each direction.
Interchange and bridge reconstruction.
Construct frontage road improvements.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion.
ADDITIONAL BENEFIT - Reduces maintenance costs because of bridge reconstruction.

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
F	F	F	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) was completed and signed in December 2000.
Fund Sources: None identified.
Escalated Construction Estimate:$110 - $150 million (05/06 FY)
Current Right-of-Way Estimate: $35-$40 million (07/08 FY)
Total Support Cost Estimate: $35-$40 million (05/06 FY)
Programmed Support Phases: PID Completed PA&ED $3.1 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From 0.4 miles North of Arch Road to 0.1 miles south of Route 4, in San Joaquin County
South Stockton 6-Lane, 4F to 6F
10-3A1000 SJ-99-PM 15.0/18.6

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Completed
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	2 - 2.5 years
Total to Complete:	7 - 10 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure and more traffic creates more maintenance.
Structure	Decreased	In general, newer structures would reduce maintenance. Retaining walls and enlarged structures would ultimately add cost.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional electrical cost and system maintenance.

PROJECT ISSUES

GENERAL: This project proposes a 6-lane facility; the concept facility is 8 lanes.

MEDIAN WIDTH: Widening in the median will require approval of a Mandatory Design Exception.

STRUCTURES: One mainline structure on this segment would require widening. There are 7 structures that do not meet vertical or horizontal clearance requirements.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

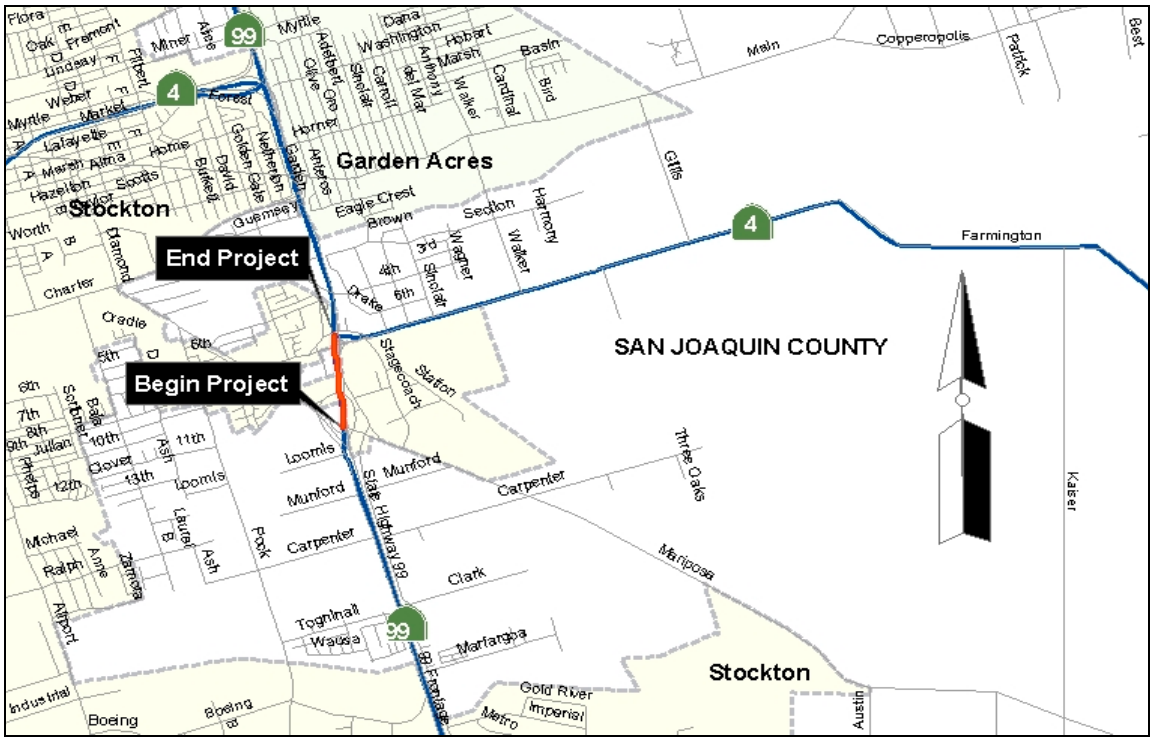
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	No	No	Included	Yes
Bridge Width	No	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Unknown or not assigned

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Morada Lane in the City of Stockton
Morada Lane Interchange
10-0L140K SJ-99-PM 23.5/24.5

LOCATION MAP: Key Map Project Number 64 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct and combine interchanges with couplet frontage roads.
Provide local road improvements.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves Route 99 operations by improving ramp geometry and weaving zones.

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
F	F	F	D

ADDITIONAL BENEFIT - Relieves congestion on Route 99 between Mariposa and Farmington.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: None identified for any phases.
Current Construction Estimate: $45 - $55 million (05/06 FY)
Current Right-of-Way Estimate: $12 million (05/06FY)
Support Cost Estimate: $14 million (05/06 FY)
Programmed Support Phases: PID $0 PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Morada Lane in the City of Stockton
Morada Lane Interchange
10-0L140K SJ-99-PM 23.5/24.5

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 4 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	8 - 9 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Unknown	Aging structures would require more maintenance if not reconstructed.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance.

PROJECT ISSUES

INTERCHANGE STANDARDS: Farmington Road currently serves as Route 4 east. Long-range planning of the Route 4 corridor would affect the proposed alternatives. Couplets would be considered, as well as auxiliary lanes.

STRUCTURES: The 2 existing interchanges include 3 structures that do not meet vertical clearance requirements.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

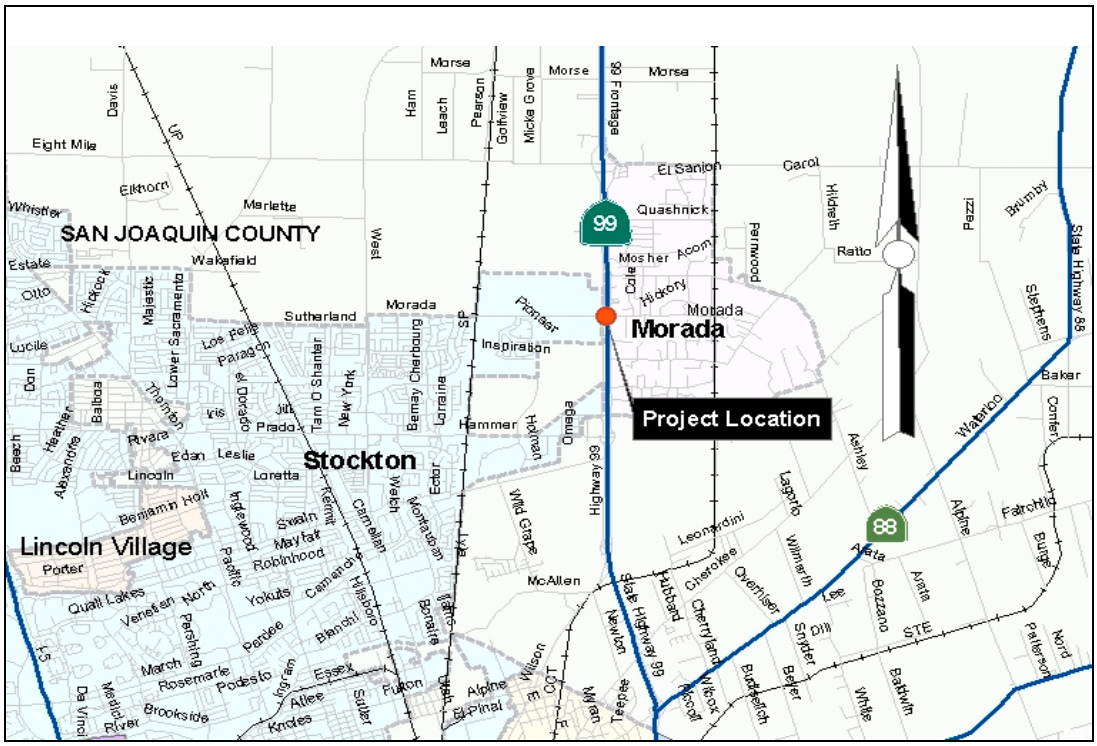
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No			Excluded	
Vertical Clearance	No			Excluded	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Unknown or not assigned

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Morada Lane in the City of Stockton
Morada Lane Interchange
10-0L140K SJ-99-PM 23.5/24.5

LOCATION MAP: Key Map Project Number 65 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridge, and ramps.
Provide local road improvements.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves operations by improving ramps and local road geometry.
ADDITIONAL BENEFIT - Improves safety by removing existing short acceleration and deceleration lengths.
ADDITIONAL BENEFIT - Relieves congestion on the mainline and local roads.
ADDITIONAL BENEFIT - Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) is currently being developed.
Fund Sources: None identified for any phases.
Current Construction Estimate: $28 - $45 million (05/06 FY)
Current Right-of-Way Estimate: $16 - $22 million (05/06FY)
Support Cost Estimate: $10 - $15 million (05/06 FY)
Programmed Support Phases: PID In Progress PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Morada Lane in the City of Stockton
Morada Lane Interchange
10-0L140K SJ-99-PM 23.5/24.5

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	Targeted for completion in December 2005
PA&ED:	2 - 2.5 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	6 - 6.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Unknown	Aging structures would require more maintenance if not reconstructed.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance

PROJECT ISSUES

STRUCTURE: The existing local road overcrossing does not meet vertical clearance requirements; however, additional capacity could be added to the mainline if the ramps were reconfigured.

RIGHT-OF-WAY: Reconfiguration of the interchange would require realignment of frontage roads and right-of-way acquisition.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

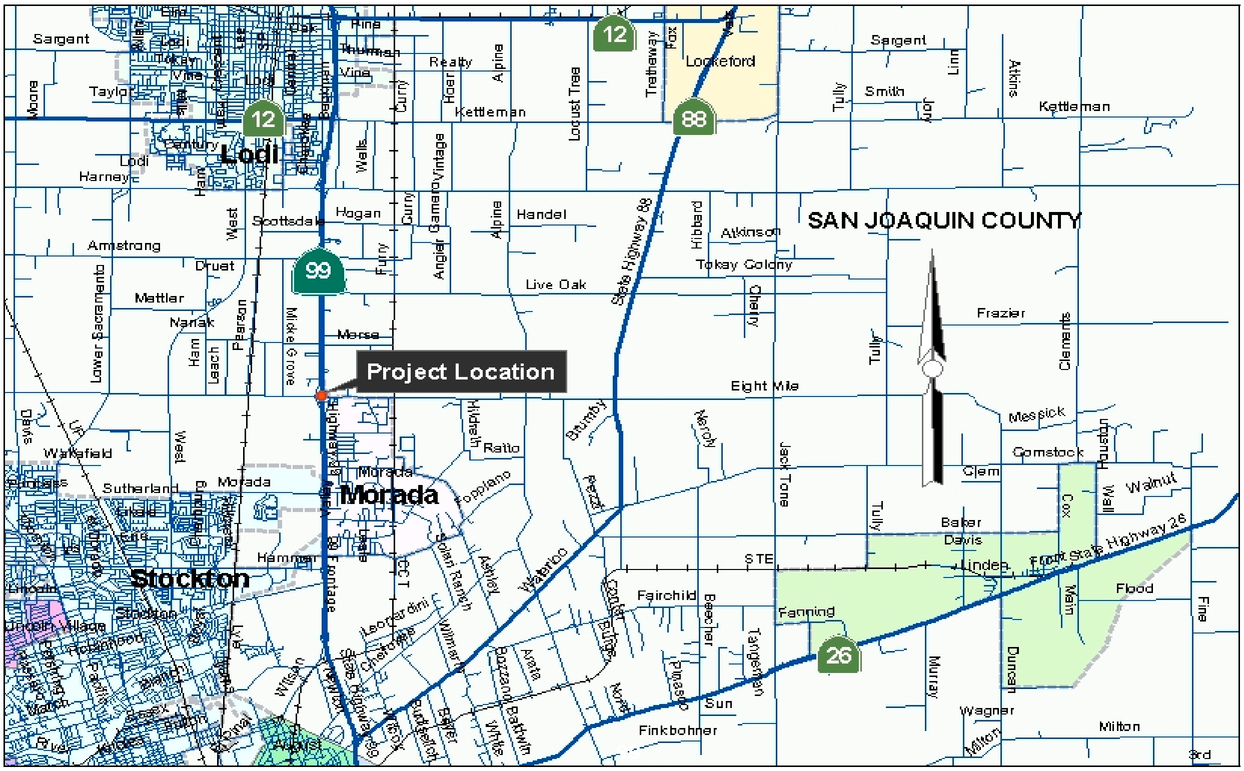
Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: George Fernandez (209) 948-7983

Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Eight-Mile Road in San Joaquin County
Eight-Mile Road Interchange
10-0L130K SJ-99-PM 24.9/25.9

LOCATION MAP: Key Map Project Number 66 **PRIORITY CATEGORY 3**



PROJECT DESCRIPTION/SCOPE

Reconstruct interchange, bridge, and ramps.
Provide local road improvements on Eight Mile Road and two frontage roads.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Improves operations by improving ramps and local road geometry.
ADDITIONAL BENEFIT - Improves safety by remove existing short hook ramps.
ADDITIONAL BENEFIT - Relieves congestion and improves capacity by providing direct connection ramps.
ADDITIONAL BENEFIT - Reduces maintenance costs with bridge reconstruction.

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) is currently being developed.
Fund Sources: None identified for any phases.
Escalated Construction Estimate: $32 - $38 million (10/11 FY)
Escalated Right-of-Way Estimate: $21 million (09/10FY)
Support Cost Estimate: $10.5 million (05/06 FY)
Programmed Support Phases: PID In Progress PA&ED $0 PS&E $0 R/W $0 Construction $0

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
At Eight-Mile Road in San Joaquin County
Eight-Mile Road Interchange
10-0L130K SJ-99-PM 24.9/25.9

SCHEDULE

Time estimates are cumulative from the PA&ED start date. The "Total to Complete" estimate assumes continuous programming.

PID:	In Progress
PA&ED:	2 - 3 years
R/W and Design:	2 years
Construction:	2 years
Total to Complete:	6 - 7 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	More infrastructure requires more maintenance.
Structure	Unknown	Aging structures would require more maintenance if not reconstructed.
Landscape, Graffiti, Litter	Increased	Urban landscaping would require more maintenance.
Electrical	Increased	Additional electrical cost and system maintenance.

PROJECT ISSUES

STRUCTURE: The existing local road structure does not meet vertical clearance requirements; however, additional capacity could be added to the mainline if the ramps were reconfigured.

RIGHT-OF-WAY: Reconfiguration of the interchange would require realignment of frontage roads and right-of-way acquisition.

PROJECT SCOPE: During the PA&ED work, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

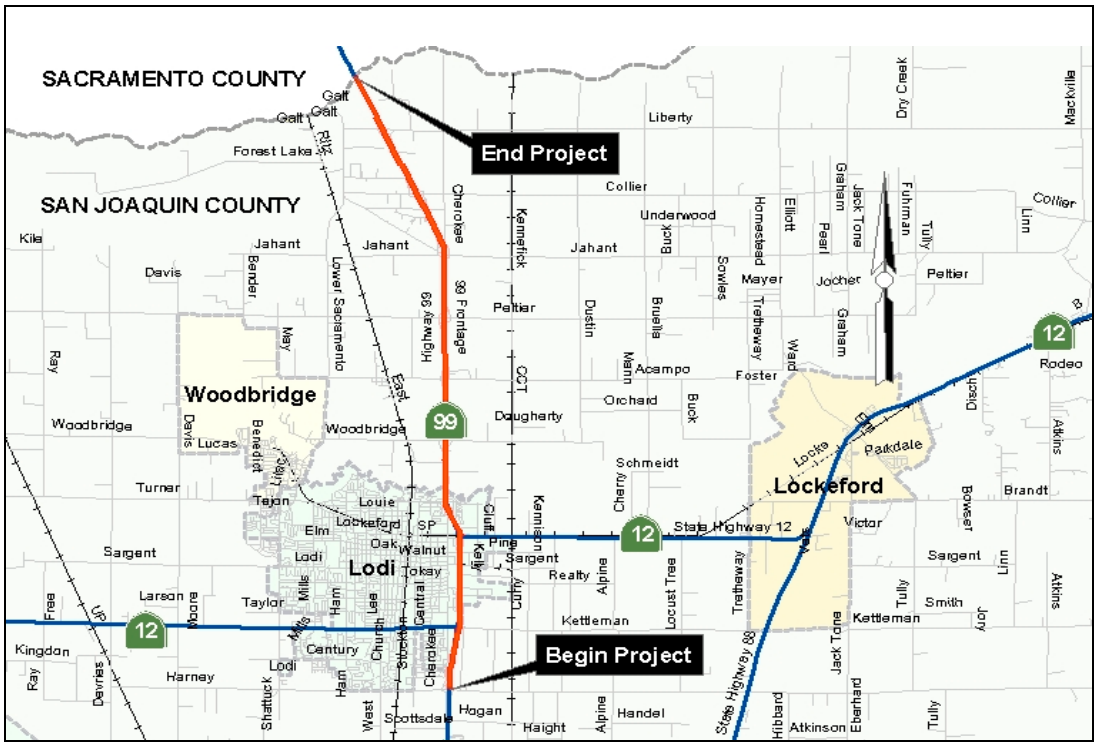
The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	No	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	No	No	Included	Yes
Horizontal Clearance	No	Yes	Yes	Included	
Vertical Clearance	No	Yes	Yes	Included	
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: George Fernandez (209) 948-7983
Prepared by Steven McDonald

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Harney Road to the County Line, In San Joaquin County
Harney Road 6-Lane, 4F to 6F
10-(No EA) SJ-99-PM 28.3/38.8

LOCATION MAP: Key Map Project Number 67 **PRIORITY CATEGORY 2**



PROJECT DESCRIPTION/SCOPE

Construct one additional lane, in the median, for traffic in each direction.
Widen 6 structures to accommodate 6 lanes.
Reconstruct concrete median barrier to allow widening.

PROJECT CONFORMANCE TO BUSINESS PLAN OBJECTIVES

PRIMARY PURPOSE - Converts 4-lane segment to 6 lanes. Increases capacity by addition of lanes.
ADDITIONAL BENEFIT - Improves safety by relieving congestion.
ADDITIONAL BENEFIT - Improves operations by relieving congestion. Peak Hour Level of Service (LOS).

Existing LOS	Year 2025 without project	Year 2025 with project	Year 2025 Concept LOS
E	F	F	D

PROJECT AND FUNDING STATUS

This project is identified as a candidate in the Regional Transportation Plan.
A Project Study Report (Project Development Report) needs to be initiated.
Fund Sources: Project is not funded.
Current Construction Estimate: $120-$130 million (05/06FY)
Current Right-of-Way Estimate: $0
Support Cost Estimate: $35-$38 million (05/06 FY)
Programmed Support Phases; PID $0 PA&ED $0, PS&E $0, R/W $0, Construction $0.

ROUTE 99 BUSINESS PLAN PROJECT FACT SHEET
From Harney Road to the County Line, In San Joaquin County
Harney Road 6-Lane, 4F to 6F
10-(No EA) SJ-99-PM 28.3/38.8

SCHEDULE

Time estimates are cumulative from the inception of a Project Initiation Document. The "Total to Complete" estimate assumes continuous programming.

PID:	1 year
PA&ED:	3 - 5 years
R/W and Design:	2 - 2.5 years
Construction:	3 years
Total to Complete:	9 - 11.5 years

HIGHWAY MAINTENANCE IMPACTS 10 Years Beyond Completion of Construction.

	Effect on Costs	Comments
Roadway	Increased	Additional lanes will increase maintenance costs.
Structure	Increased	Widened structures will require more maintenance due to added surface area.
Landscape, Graffiti, Litter	Increased	Landscape mitigation will require replacement planting, requiring more maintenance efforts.
Electrical	Increased	Additional signals and electrical system would require more maintenance efforts.

PROJECT ISSUES

GENERAL: This project proposes to widen Route 99 to 6 lanes. All widening will be done in the median only. There is an existing concrete barrier in the median that is offset to one side. This project proposes to remove and re-install the barrier in the center.

MEDIAN WIDTH: Widening in the median will require approval of a Mandatory Design Exception.

STRUCTURES: On this segment, 6 mainline structures would require widening. Additionally, 5 structures do not meet vertical and/or horizontal clearance requirements.

PROJECT SCOPE: During the scoping and design of this project, traffic operations, safety, and standards would be studied and considered for any proposed alternatives.

PROJECT DESIGN STANDARDS

The 13 controlling criteria for design of the Interstate freeway system are listed below. A "no" listed in the Interstate column below indicates noncompliance. A "yes" indicates it complies. Under the heading "FHWA Approval," a "yes" means FHWA approval is needed for the non-standard feature to remain.

Interstate Controlling Criteria	Compliance to Standards				
	Existing	Proposed Design			
	Caltrans HDM	Caltrans HDM	Interstate	Measurability	FHWA Approval
Design Speed	Yes	Yes	Yes	Included	
Lane Width	Yes	Yes	Yes	Included	
Shoulder Width	Yes	Yes	Yes	Included	
Bridge Width	Yes	Yes	Yes	Included	
Horizontal Alignment	Yes	Yes	Yes	Included	
Vertical Alignment	Yes	Yes	Yes	Included	
Grade	Yes	Yes	Yes	Included	
Stopping Sight Distance	Yes	Yes	Yes	Included	
Cross Slope	Yes	Yes	Yes	Included	
Superelevation	Yes	Yes	Yes	Included	
Horizontal Clearance	No	No	No	Included	Yes
Vertical Clearance	No	No	No	Included	Yes
Bridge Structural Capacity	Yes	Yes	Yes	Included	

PROJECT MANAGER: Ufftp:own or not assigned

Prepared by Majid Monfaredian

Appendix B

Performance Measures

San Joaquin Valley State Route 99 Business Plan
Performance Measures for Route 99 Projects
Data for Productivity/System Preservation/Return on Investment-Life Cycle Cost-District 6

								PRODUCTIVITY								SYSTEM PERFORMANCE			RETURN ON INVESTMENT /LIFE CYCLE COST
CO	PM From/To		EA	FROM	TO	FUNDING STATUS	PROJECT DESCRIPTION	Average Peak Period Vehicle Trips	Average Daily Vehicle Trips that are (6+ axle) trucks	Percentage of Average Daily Vehicle Trips that are (6+ axle) Trucks	Average Daily Vehicle Trips	Average Daily Vehicle Trips - 20 years (2025)	Level Of Service	Level Of Service with Project Improvement (2025)	Route Concept Level Of Service	Meets Route Concept Level Of Service	Total Number of Distressed Lane Miles	Percentage of Distressed Lane Miles	Performance Improvement Indicator HIGH-MEDIUM-LOW	Benefit-Cost Ratio
KER	13.4	22.6	NONE	Bear Mountain Blvd	Ming Ave	Candidate	Phased Widening 6F to 8F	5,800	7,046	7.0%	100,000	168,000	D	E	D	NO	10.8	20%	MED	0.8
KER	18.5		06-OC930K	Hoskins Road		Candidate	Interchange Improvements	5,800	7,046	7.0%	100,000	168,000	D	E	D	NO	N/A	N/A		7.4
KER	22.6	23.2	06-46011K	Ming Ave	EB SR 58	Candidate	Construct Auxiliary Lane	11,700	19,276	15.9%	121,000	193,700	D	D/E	D	YES	6	50%	MED	0.7
KER	23.9	24.6	06-46012K	California Ave	WB SR 58	Candidate	Construct Auxiliary Lane	11,700	19,276	15.9%	121,000	193,700	D	D/E	D	YES	6	50%	MED	0.6
KER	27.9		06-49710K	Olive Dr		Candidate	Interchange Improvements	7,100	20,300	21.4%	95,000	165,000	D	F	D	NO	N/A	N/A		1.5
KER	R30.5		06-433501	7th Standard Rd		Programmed	Interchange Improvements	6,200	16,301	26.3%	62,000	126,700	C	F	D	NO	N/A	N/A		0.9
TUL	0.00	16.0	NONE	Kern Co Line	South of Tipton	Candidate	Widen from 4F to 6F	4,250	7,895	15.9%	49,500	83,200	D	D	C	NO	7.2	7%	LOW	1.3
TUL	16.0	25.4	NONE	South of Tipton	Ave 200	Candidate	Widen from 4F to 6F	4,250	7,895	15.9%	49,500	83,200	D	D	C	NO	7.2	7%	LOW	2
TUL	26.3	27.6	06-43040K	At Commercial Ave	At Agri-Center	Candidate	Construct New Interchange	4,850	8,299	18.9%	44,000	79,600	C	D	C	NO	N/A	N/A		0.2
TUL	25.4	30.5	06-48950K	Avenue 200	Prosperity Ave	Candidate	Widen from 4F to 6F	5,100	8,748	19.9%	44,000	79,600	C	D	C	NO	2.6	13%	MED	0.1
TUL	27.6		06-33990K	Paige Ave		Candidate	Interchange Improvements	4,500	8,714	20.3%	43,000	77,800	C	D	C	NO	N/A	N/A		0
TUL	30.6	41.3	06-360200	Prosperity Ave	Goshen OH	Programmed	Widen from 4F to 6F	4,300	8,638	16.9%	51,000	92,300	C	D	D	YES	9.2	22%	MED	0.8
TUL	31.9		06-33220K	Cartmill Ave		Candidate	Interchange Improvements	4,050	8,818	19.6%	45,000	81,400	C	D	D	YES	N/A	N/A		0
TUL	36.4		06-48740K	Caldwell Ave		Candidate	Interchange Improvements	4,300	8,818	19.6%	45,000	81,400	C	D	D	YES	N/A	N/A		0
TUL	40.1		06-47150K	Betty Dr		Candidate	Construct Interchange	4,450	9,145	17.9%	51,000	92,300	C	D	D	YES	N/A	N/A		0
TUL	41.3	53.9	06-324500	Goshen OH	Fresno Co Line	Candidate	Widen from 4F to 6F	4,450	9,145	17.6%	52,000	81,200	C/D	D	C	NO	7.5	12%	MED	0.1
FRE	00.0	00.7	06-324500	Tulare Co Line	SR 201	Candidate	Widen from 4F to 6F & Widen Bridge to 6F	4,450	8,774	16.9%	52,000	98,800	C	D	D	NO	2.1	75%	HIGH	0.1
FRE	06.5		NONE	Floral Rd/SR 43		Candidate	Replace Bridge Structure & Floral Rd	7,000	12,347	22.0%	56,000	101,300	C	D	D	YES	N/A	N/A		0.2
FRE	15.8		NONE	Central Ave/Chestnut Ave		Candidate	Interchange Improvements	8,750	13,099	14.7%	89,000	149,600	D	E	D	NO	N/A	N/A		0
FRE	15.8	18.5	NONE	Central Ave	Jensen Ave	Candidate	Widen from 6F to 8F	8,850	12,508	13.7%	91,000	153,000	D	F	D	NO	1	6%	LOW	0.5
FRE	16.8	17.3	NONE	Cedar Ave/North Ave		Candidate	Interchange Improvements	8,800	11,917	13.1%	91,000	153,000	D	F	D	NO	N/A	N/A		0.1
FRE	18.5	26.6	NONE	Jensen Ave	Ashlan Ave	Candidate	Widen from 6F to 8F	10,400	11,053	9.1%	122,000	267,200	E	F	D	NO	0	0%	LOW	1.5
FRE	20.3		NONE	Ventura Ave		Candidate	Interchange Improvements	8,900	9,636	12.0%	80,000	155,800	D	E	D	NO	N/A	N/A		0
FRE	20.5	21.0	NONE	Tuolumne Ave	Stanislaus St	Candidate	Interchange Improvements	8,900	9,636	12.0%	80,000	155,800	D	E	D	NO	N/A	N/A		0.9
FRE	20.7	24.4	06-39210K	Fresno St	Clinton Ave	Candidate	Construct NB & SB Auxiliary Lanes	10,900	9,938	7.7%	129,000	251,200	F	F	D	NO	0	0%	LOW	3.6
FRE	26.6	31.6	06-44260K	Ashlan Ave	Madera Co Line	Candidate	Widen from 4F to 6F	5,900	9,504	14.9%	64,000	147,600	D	F	D	NO	0	0%	LOW	0.7
FRE	27.3	28.3	06-44270	Shaw Ave		Candidate	Interchange Improvements	5,100	9,550	14.9%	64,000	147,600	D	F	D	NO	N/A	N/A		0.4
FRE	30.5		06-36190	Veterans Blvd		Candidate	Construct Interchange	5,100	8,804	14.7%	60,000	138,400	D	F	D	NO	N/A	N/A		0.6
MAD	00.0	7.5	06-44260K	Fresno Co Line	Avenue 12	Candidate	Widen from 4F to 6F	5,600	9,108	14.9%	61,000	130,800	D	F	D	NO	2.1	19%	MED	1.5
MAD	07.5	12.8	06-47090K	Avenue 12	Avenue 16	Candidate	Widen from 4F to 6F	5,800	9,029	13.7%	66,000	159,800	D	F	D	NO	6	28%	MED	1.1
MAD	R7.10	R7.90	06-47100K	Avenue 12		Candidate	Interchange Improvements	5,300	8,804	14.9%	59,000	137,000	D	F	D	NO	0	0%	LOW	0.4
MAD	9.1	9.8	06-407201	Route 99/Gateway Drive		Programmed	Interchange Improvements	5,500	9,029	15.6%	58,000	121,500	C	E	D	NO	N/A	N/A		0.7
MAD	9.7	10.7	NONE	Route 99/145		Candidate	Interchange Improvements	5,500	9,029	15.6%	58,000	121,500	C	E	D	NO	N/A	N/A		0.2
MAD	12.3	14.3	06-48920K	Ellis Ave Interchange	Avenue 17	Candidate	Remove existing and const new interchange	5,700	10,122	17.0%	59,000	133,400	C	F	D	NO	1.3	16%	MED	0.9
MAD	12.8	20.5	NONE	Avenue 16	Avenue 21 1/2	Candidate	Widen from 4F to 6F	5,500	9,504	16.1%	59,000	149,900	E	F	D	NO	4.3	14%	MED	2.2
MAD	19.6	22.6	06-293301	Ave 21	SR 99/152	Programmed	Widen 4E to 6F with interchange at Ave 22	5,200	8,986	16.6%	54,000	137,200	D	F	C	NO	12	77%	HIGH	1.6
MAD	21.7	23.7	NONE	SR 152		Candidate	Construct Interchange & Rail Crossing	5,200	8,986	23.3%	38,500	97,800	C	E	C	NO	N/A	N/A		0.8
MAD	26.1	27.2	NONE	Route 99/233		Candidate	Reconstruct Interchange	3,750	8,098	20.5%	39,500	110,500	C	F	C	NO	3.8	14%	MED	0.2
MAD	22.7	29.4	NONE	SR 152	Merced Co Line	Candidate	Widen from 4F to 6F	3,750	8,098	20.5%	39,500	110,500	C	F	C	NO	3.8	14%	MED	0.7

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Figure B.1 Productivity and System Preservation Performance Measures for District 6

San Joaquin Valley State Route 99 Business Plan
Performance Measures for Route 99 Projects
Data for Productivity/System Preservation/Return on Investment-Life Cycle Cost-District 10

							PRODUCTIVITY										SYSTEM PRESERVATION				RETURN ON INVESTMENT /LIFE CYCLE COST
CO	PM To/From		EA	FROM	TO	FUNDING STATUS	PROJECT DESCRIPTION	Average Peak Period Vehicle Trips	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	Average Daily Vehicle Trips Multiplied by the Occupancy Rate	Average Daily Vehicle Trips that are (5+ axle) trucks	Percentage of Average Daily Vehicle Trips that are (5+ axle) Trucks	Average Daily Vehicle Trips	Average Daily Vehicle Trips - 20 years (2025)	Level Of Service (2004)	Level Of Service with Project Improvement (2025	Route Concept Level Of Service	Meets Route Concept Level Of Service	Total Number of Distressed Lane Miles	Percentage of Distressed Lane Miles with Project Improvement		Performance Improvement Indicator HIGH-MEDIUM-LOW	Benefit-Cost Ratio
MER	0	4.6	10-415800	MADERA CO. LINE	BUCHANAN HOLLOW RD.	PROGRAMMED	CONVERT 4 LANE E TO 6 LANE F ON 8 LANE F. R/W ALIGNMENT	4,150	5,354	52,116	8,565	21%	40,400	66,000	C	C	C	Yes	2.9	16%		MED	0.2
MER	4.6	10.5	10-415700	BUCHANAN HOLLOW RD.	0.5 KM N. OF MCHENRY RD.	PROGRAMMED	CONVERT 4 LANE E. TO 6 LANE F. ON 8 LANE F. R/W ALIGNMENT	4,200	5,418	52,245	8,565	21%	40,500	68,500	C	C	C	Yes	1.5	6%		LOW	0.2
MER	12.6	17.6	NONE	S. CHILDS AVE.	BLACK RASCAL CREEK	CANDIDATE	CONVERT 4F TO 6 F	5,200	6,708	64,887	7,755	16	50,300	79,350	D	D	C	Yes					0.3
MER	17.6	21.3	NONE	BLACK RASCAL CREEK	EAST ATWATER OH	CANDIDATE	CONVERT 4F TO 6F	6,020	7,766	70,563	6,936	13	54,700	88,700	D	E	C	No					0.2
MER	21.3	24	NONE	EAST ATWATER OH	WEST ATWATER OH	CANDIDATE	CONVERT 4F TO 6F	4,200	5,418	54,180	7,010	17	42,000	68,100	C	C	C	Yes					0.6
MER	23.8	26.5	10-414801	0.4 KM N. OF ATWATER OH	0.4 KM S. OF ARENA WAY	PROGRAMMED	CONVERT 4 LANE E. TO 6 LANE F. ON 8 LANE F. R/W ALIGNMENT	4,550	5,870	55,599	7,306	17%	43,100	76,500	C	D	C	No	7.6	70%		HIGH	1.1
MER	28.8	36.4	none	LIVINGSTON	S. OF THE MERCED/STANISLAUS	CANDIDATE	CONVERT 4F TO 6F	6,150	7,934	72,111	7,306	13%	55,900	102,200	D	F	C-D	No	9.7	32%		MED	1.5
STA	1.4		none	SR-99 @ SR-165 (LANDER AVE)		CANDIDATE	MODIFY INTERCHANGE	6,700	8,643	79,980	7,306	12%	62,000	172,500	D	F	D	No	N/A	N/A			0.6
STA	R3.2	R4.0	10-0F410K	WEST MAIN STREET		CANDIDATE	RECONSTRUCT INTERCHANGE	8,050	10,385	98,685	7,306	10%	76,500	155,000	D	F	D	No	N/A	N/A			0.5
STA	9.7	10.9	10-1A6900	0.5 KM s.	1.0KM N. OF MITCHELL RD.	PROGRAMMED	RECONSTRUCT INTERCHANGE	8,750	11,288	127,839	8,854	9%	99,100	158,850	D	F	D	No	N/A	N/A			0.4
STA	R10.0	R13.2	10-0E560K	MITCHELL ROAD	HATCH ROAD	CANDIDATE	WIDEN 6F TO 8F	9,750	12,578	129,129	8,867	9%	100,100	175,300	E	F	D	No	N/A	N/A			0.5
STA	R13.2	R15.1	10-0E560K	HATCH ROAD	TUOLUMNE BLVD	CANDIDATE	WIDEN 6F TO 8F	11,250	14,513	141,126	8,474	6%	109,400	194,700	F	F	D	No	N/A	N/A			1.4
STA	R15.1	R16.8	10-0E560K	TUOLUMNE BLVD	Kansas Ave.	CANDIDATE	WIDEN 6F TO 8F	11,300	14,577	157,380	9,070	7%	122,000	232,500	F	F	D	No	N/A	N/A			1.2
STA	R16.8	R18.5	10-0E560K	KANSAS AVE.	CARPENTER ROAD	CANDIDATE	WIDEN 6F TO 8F	13,200	17,028	163,830	10,801	9%	127,000	255,650	F	F	D	No	N/A	N/A			2.5
STA	R18.5	R24.7	10-0E560K	CARPENTER ROAD	SAN JOAQUIN COUNTY LINE	CANDIDATE	WIDEN 6F TO 8F	11,720	15,119	150,156	10,245	9%	116,400	244,180	F	F	D	No	N/A	N/A			5.8
STA	R11.3		10-0E560K	PINE STREET			RECONSTRUCT INTERCHANGE	8,800	11,352	126,420	8,480	9%	98,000	172,200	D	F	D	No	N/A	N/A			0.3
STA	15.6	17.5	10-403500	RTE 132	Kansas Ave.	PROGRAMMED	ROUTE 132 EXPRESSWAY INTERCHANGE RECONSTRUCTION	12,100	15,609	161,444	8,565	7%	125,150	244,550	F	F	D	No	N/A	N/A			8.7
STA	R11.9		10-2A7701	CITY OF CERES AT WHITMORE OC		PROGRAMMED	RECONSTRUCT INTERCHANGE	10,800	13,932	129,645	8,480	8%	100,500	220,300	F	F	D	No	N/A	N/A			2
STA	14.9	15.6	10-0H770K	SR-99 @ SR-132		CANDIDATE	MODIFY INTERCHANGE	11,100	14,319	157,380	10,801	9%	122,000	243,250	F	F	D	No	N/A	N/A			0.8
STA	19.9		none	SR-99 @ STANDIFORD		CANDIDATE	MODIFY INTERCHANGE	13,500	17,415	166,410	11,059	9%	129,000	273,850	F	F	D	No	N/A	N/A			0.5
STA	R21.9	R23.2	10-0L330K	KEIRNAN AVENUE		CANDIDATE	RECONSTRUCT INTERCHANGE	9,600	12,384	144,480	10,245	9%	112,000	236,850	E	F	D	No	N/A	N/A			1.4
STA	20.8	21.4	10-472100	PELANDALE AVE		PROGRAMMED	MODIFY INTERCHANGE	11,800	15,222	140,610	11,059	10%	109,000	159,000	F	F	D	No	N/A	N/A			0.2
STA	24.0	24.4	10-0L320K	HAMMETT ROAD		CANDIDATE	RECONSTRUCT INTERCHANGE	10,850	13,997	145,125	9,723	9%	112,500	232,400	F	F	D	No	N/A	N/A			0.3
SJ	5.3	15.0	10-0E610K	SR-120 IN MANTECA	ARCH RD. IN S. STOCKTON	CANDIDATE	WIDEN 4F TO 6F	8,050	10,385	94,428	9,858	13%	73,200	153,000	F	F	D	No	6.9	17%		MED	2.2
SJ	15.0	18.6	10-3A1000	0.6 KM N. OF ARCH RD	0.2 KM S. OF RTE 4 WEST	PROGRAMMED	WIDEN TO 6 LANES	10,000	12,900	112,101	5,820	7%	86,900	170,100	F	F	D	No	3.9	27%		MED	1.4
SJ	16.4	17.5	none	SR-99 @ MARIPOSA RD. AND FARMINGTON		CANDIDATE	RECONSTRUCT AND COMBINE INTERCHANGES (STAGES 1 & 2)	10,800	13,932	113,520	7,034	8%	88,000	186,150	F	F	D	No	N/A	N/A			0.4
SJ	23.5	24.5	10-0L140K	SR-99 @ MORADA LAN IN STOCKTON		CANDIDATE	RECONSTRUCT INTERCHANGE	7,500	9,675	96,750	7,174	10%	75,000	136,300	C	F	D	No	N/A	N/A			0.2
SJ	25.2	25.4	10-0L130K	SR-99 @ EIGHT MILE RD. IN STOCKTON		CANDIDATE	RECONSTRUCT INTERCHANGE	6,650	8,579	95,460	7,174	10%	74,000	150,150	D	F	D	No	N/A	N/A			0.3
SJ	28.3		none	HARNEY RD.	SACRAMENTO COUNTY LINE	CANDIDATE	WIDEN 4F TO 6F	6,200	7,998	81,657	4,937	8%	63,300	126,700	E	F	D	No	16.2	39%		MED	1.6

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Figure B.2 Productivity and System Preservation Performance Measures for District 10

San Joaquin Valley State Route 99 Business Plan

Performance Measures for Route 99 Projects
Data for Safety/Mobility/Reliability-District 6

								SAFETY						MOBILITY			
CO	PM To/From		EA	FROM	TO	FUNDING STATUS	PROJECT DESCRIPTION	Fatal Accident Rate / Million Vehicle Miles (MVM)	Statewide Fatal Accident Rate / Million Vehicle Miles (MVM)	Level of Fatal Accident Rate	Accident Rate / Million Vehicle Miles (MVM)	Statewide Accident Rate / MVM	Level of Accident Rate	Passenger Hours of Delay / Year (x 1,000)	Passenger Hours of Delay / Year (With Project Improvements) (x 1,000)	Perct. Decrease (%)	Performance Improvement Indicator HIGH-MEDIUM-LOW
KER	13.4	22.6	NONE	Bear Mountain Blvd	Ming Ave	Candidate	Phased Widening 6F to 8F	0.008	0.008	LOW	0.890	0.590	MED	9700	750	1300	HIGH
KER	18.5		06-0C930K	Hoskins Road		Candidate	Construct New Interchange	N/A	N/A		N/A	N/A		1,830	423	430	LOW
KER	22.6	23.2	06-46011K	Ming Ave	EB SR 58	Candidate	Construct Auxiliary Lane	0.000	0.010	LOW	2.070	0.980	HIGH	1300	300	430	LOW
KER	23.9	24.6	06-46012k	California Ave	WB SR 58	Candidate	Construct Auxiliary Lane	0.000	0.010	LOW	2.070	0.980	HIGH	1300	300	430	LOW
KER	27.9		06-49710K	Olive Dr		Candidate	Interchange Improvements	N/A	N/A		N/A	N/A		1500	230	650	MED
KER	R30.5		06-433501	7th Standard Rd		Programmed	Interchange Improvements	N/A	N/A		N/A	N/A		900	140	640	MED
TUL	0.00	16.0	NONE	Kern Co Line	South of Tipton	Candidate	Widen from 4F to 6F	0.013	0.016	LOW	0.480	0.550	LOW	13700	1000	1370	HIGH
TUL	16.0	25.4	NONE	South of Tipton	Ave 200	Candidate	Widen from 4F to 6F	0.013	0.016	LOW	0.480	0.550	LOW	13700	1000	1370	HIGH
TUL	26.3	27.6	06-43040K	At Commercial Ave	At Agri-Center	Candidate	Construct New Interchange	N/A	N/A		N/A	N/A		1130	87	1300	HIGH
TUL	25.4	30.5	06-48950K	Avenue 200	Prosperity Ave	Candidate	Widen from 4F to 6F	0.000	0.009	LOW	0.690	0.820	LOW	2500	188	1330	HIGH
TUL	27.6		06-33990K	Paige Ave		Candidate	Interchange Improvements	N/A	N/A		N/A	N/A		1100	168	650	MED
TUL	30.6	41.3	06-360200	Prosperity Ave	Goshen OH	Programmed	Widen from 4F to 6F	0.013	0.012	MED	0.630	0.710	LOW	6200	573	1080	HIGH
TUL	31.9		06-33220K	Cartmill Ave		Candidate	Interchange Improvements	N/A	N/A		N/A	N/A		1000	81	1230	HIGH
TUL	36.4		06-48740K	Caldwell Ave		Candidate	Interchange Improvements	N/A	N/A		N/A	N/A		1000	81	1230	HIGH
TUL	40.1		06-47150K	Betty Dr		Candidate	Construct Interchange	N/A	N/A		N/A	N/A		1800	138	1300	HIGH
TUL	41.3	53.9	06-324500	Goshen OH	Fresno Co Line	Candidate	Widen from 4F to 6F	0.015	0.014	MED	0.590	0.540	LOW	8000	1230	650	MED
FRE	00.0	00.7	06-324500	Tulare Co Line	SR 201	Candidate	Widen from 4F to 6F & Widen Bridge to 6F	0.051	0.010	HIGH	1.200	0.900	HIGH	415	63	660	HIGH
FRE	06.5		NONE	Floral Rd/SR 43		Candidate	Replace Bridge Structure & Floral Rd	0.000	0.003	LOW	1.390	0.750	HIGH	1200	91	1320	HIGH
FRE	15.8		NONE	Central Ave/Chestnut Ave		Candidate	Interchange Improvements	N/A	N/A		N/A	N/A		1800	140	1290	HIGH
FRE	15.8	18.5	NONE	Central Ave	Jensen Ave	Candidate	Widen from 6F to 8F	0.004	0.009	LOW	0.940	0.780	MED	2500	200	1250	HIGH
FRE	16.8	17.3	NONE	Cedar Ave/North Ave		Candidate	Interchange Improvements	N/A	N/A		N/A	N/A		1000	107	930	MED
FRE	18.5	26.6	NONE	Jensen Ave	Ashlan Ave	Candidate	Widen from 6F to 8F	0.012	0.007	MED	1.380	0.760	HIGH	10000	771	1300	HIGH
FRE	20.3		NONE	Ventura Ave		Candidate	Interchange Improvements	N/A	N/A		N/A	N/A		800	62	1300	HIGH
FRE	20.5	21.0	NONE	Tuolumne Ave	Stanislaus St	Candidate	Interchange Improvements	N/A	N/A		N/A	N/A		1,800	275	430	LOW
FRE	20.7	24.4	06-39210K	Fresno St	Clinton Ave	Candidate	Construct NB & SB Auxiliary Lanes	0.014	0.006	HIGH	1.840	0.830	HIGH	5400	1000	540	LOW
FRE	26.6	31.6	06-44260K	Ashlan Ave	Madera Co Line	Candidate	Widen from 4F to 6F	0.003	0.009	LOW	1.130	0.690	HIGH	6600	508	1300	HIGH
FRE	27.3	28.3	06-44270	Shaw Ave		Candidate	Interchange Improvements	N/A	N/A		N/A	N/A		1800	424	420	LOW
FRE	29.4		06-36190	Veterans Blvd		Candidate	Construct Interchange	N/A	N/A		N/A	N/A		1800	425	420	LOW
MAD	00.0	7.5	06-44260K	Fresno Co Line	Avenue 12	Candidate	Widen from 4F to 6F	0.000	0.019	LOW	0.510	0.610	LOW	2000	155	1300	HIGH
MAD	07.5	12.8	06-47090K	Avenue 12	Avenue 16	Candidate	Widen from 4F to 6F	0.017	0.013	MED	0.740	0.830	LOW	4380	336	1300	HIGH
MAD	R7.10	R7.90	06-47100K	Avenue 12		Candidate	Interchange Improvements	N/A	N/A		N/A	N/A		2000	453	440	LOW
MAD	9.1	9.8	06-407201	Route 99/Gateway Drive		Programmed	Interchange Improvements	N/A	N/A		N/A	N/A		1550	240	650	MED
MAD	9.7	10.7	NONE	Route 99/145		Candidate	Interchange Improvements	N/A	N/A		N/A	N/A		1550	240	650	HIGH
MAD	12.3	14.3	06-48920K	Ellis Avenue Interchange		Candidate	Remove existing and const new interchange	N/A	N/A		N/A	N/A		1500	119	1260	HIGH
MAD	12.8	20.5	NONE	Avenue 16	Avenue 21 1/2	Candidate	Widen from 4F to 6F	0.013	0.017	LOW	0.610	0.630	LOW	6600	504	1310	HIGH
MAD	19.6	22.6	06-293301	Ave 21	SR 99/152	Programmed	Widen 4E to 6F with Interchange at Ave 22	0.029	0.024	MED	0.800	0.840	LOW	2300	180	1280	HIGH
MAD	21.7	23.7	NONE	SR 152		Candidate	Construct Interchange & Rail Crossing	0.040	0.005	HIGH	5.370	0.620	HIGH	1000	72	1390	HIGH
MAD	26.1	27.2	NONE	Route 99/233		Candidate	Reconstruct Interchange	0.011	0.013	LOW	0.660	0.590	MED	3700	285	1300	HIGH
MAD	22.7	29.4	NONE	SR 152	Merced Co Line	Candidate	Widen from 4F to 6F	0.011	0.013	LOW	0.660	0.590	MED	3700	285	1300	HIGH

Figure B.3 Safety and Mobility Performance Measures for District 6

San Joaquin Valley State Route 99 Business Plan
Performance Measures for Route 99 Projects
Data for Safety/Mobility/Reliability-District 10

								SAFETY						MOBILITY			
CO	PM To/From		EA	FROM	TO	FUNDING STATUS	PROJECT DESCRIPTION	Fatal Accident Rate / Million Vehicle Miles (MVM)	Statewide Fatal Accident Rate / Million Vehicle Miles (MVM)	Level of Fatal Accident Rate	Accident Rate / Million Vehicle Miles (MVM)	Statewide Accident Rate / MVM	Level of Accident Rate	Passenger Hours of Delay / Year X 1000	Passenger Hours of Delay / Year (With Project Improvements) X1000	Perct. Decrease (%)	Performance Improvement Indicator HIGH-MEDIUM-LOW
MER	0	4.6	10-415800	MADERA CO. LINE	BUCHANAN HOLLOW RD.	PROGRAMMED	CONVERT 4 LANE E TO 6 LANE F ON 8 LANE F. R/W ALIGNMENT	0.005	0.020	LOW	0.340	0.770	LOW	1,949	86	2,270	HIGH
MER	4.6	10.5	10-415700	BUCHANAN HOLLOW RD.	0.5 KM N. OF MCHENRY RD.	PROGRAMMED	CONVERT 4 LANE E. TO 6 LANE F. ON 8 LANE F. R/W ALIGNMENT	0.004	0.020	LOW	0.530	0.770	LOW	2,561	113	2,270	HIGH
MER	12.6	17.6	NONE	S. CHILDS AVE.	BLACK RASCAL CREEK	CANDIDATE	CONVERT 4F TO 6 F	N/A	N/A		N/A	0.860		3,357	734	460	LOW
MER	17.6	21.3	NONE	BLACK RASCAL CREEK	EAST ATWATER OH	CANDIDATE	CONVERT 4F TO 6F	N/A	N/A		N/A	0.650		2,748	156	1,760	HIGH
MER	21.3	24	NONE	EAST ATWATER OH	WEST ATWATER OH	CANDIDATE	CONVERT 4F TO 6F	N/A	N/A		N/A	0.780		1,184	52	2,280	HIGH
MER	23.8	26.5	10-414801	0.4 KM N. OF ATWATER OH	0.4 KM S. OF ARENA WAY	PROGRAMMED	CONVERT 4 LANE E. TO 5 LANE F. ON 8 LANE F. R/W ALIGNMENT	0.023	0.020	MED	0.77	0.86	LOW	1,286	38	3,380	HIGH
MER	28.8	36.4	none	LIVINGSTON	S. OF THE MERCED/STANISLAUS	CANDIDATE	CONVERT 4F TO 6F	0.011	0.015	LOW	0.490	0.750	LOW	6,059	233	2,600	HIGH
STA	1.4		none	SR-99 @ SR-165 (LANDER AVE)		CANDIDATE	MODIFY INTERCHANGE	N/A	N/A		N/A	0.580		2,429	93	2,610	HIGH
STA	R3.2	R4.0	10-0F410K	WEST MAIN STREET		CANDIDATE	RECONSTRUCT INTERCHANGE	N/A	N/A		N/A	0.740		959	37	2,640	HIGH
STA	9.7	10.9	10-1A6900	0.5 KM s.	1.0KM N. OF MITCHELL RD.	PROGRAMMED	RECONSTRUCT INTERCHANGE	N/A	N/A		N/A	0.750		1,603	62	2,640	HIGH
STA	R10.0	R13.2	10-0E560K	MITCHELL ROAD	HATCH ROAD	CANDIDATE	WIDEN 6F TO 8F	N/A	N/A		N/A	0.770		5,705	1,316	430	LOW
STA	R13.2	R15.1	10-0E560K	HATCH ROAD	TUOLUMNE BLVD	CANDIDATE	WIDEN 6F TO 8F	N/A	N/A		N/A	0.780		5,984	3,107	190	LOW
STA	R15.1	R16.8	10-0E560K	TUOLUMNE BLVD	Kansas Ave.	CANDIDATE	WIDEN 6F TO 8F	N/A	N/A		N/A	0.910		6,242	3,241	190	LOW
STA	R16.8	R18.5	10-0E560K	KANSAS AVE.	CARPENTER ROAD	CANDIDATE	WIDEN 6F TO 8F	N/A	N/A		N/A	0.920		6,737	3,498	190	LOW
STA	R18.5	R24.7	10-0E560K	CARPENTER ROAD	SAN JOAQUIN COUNTY LINE	CANDIDATE	WIDEN 6F TO 8F	N/A	N/A		N/A	0.920		23,155	12,023	190	LOW
STA	R11.3		10-0E560K	PINE STREET			RECONSTRUCT INTERCHANGE	N/A	N/A		N/A	0.830		2,799	108	2,600	HIGH
STA	15.6	17.5	10-403500	RTE 132	Kansas Ave.	PROGRAMMED	ROUTE 132 EXPRESSWAY INTERCHANGE RECONSTRUCTION	N/A	N/A		N/A	0.900		7,275	3,778	190	LOW
STA	R11.9		10-2A7701	CITY OF CERES AT WHITMORE OC		PROGRAMMED	RECONSTRUCT INTERCHANGE	N/A	N/A		N/A	0.830		6,645	2,953	230	LOW
STA	16.1		10-0H770K	SR-99 @ SR-132		CANDIDATE	MODIFY INTERCHANGE	N/A	N/A		N/A	0.920		2,648	1,375	225	LOW
STA	19.9		none	SR-99 @ STANDIFORD		CANDIDATE	MODIFY INTERCHANGE	N/A	N/A		N/A	1.030		8,345	4,333		LOW
STA	22.3	22.7	10-0L330K	KEIRNAN AVENUE		CANDIDATE	RECONSTRUCT INTERCHANGE	N/A	N/A		N/A	0.840		2,936	677	500	LOW
STA	20.8	21.4	10-472100	PELANDALE AVE		PROGRAMMED	MODIFY INTERCHANGE	N/A	N/A		N/A	0.980		1,665	740	230	LOW
STA	24.0	24.4	10-0L320K	HAMMETT ROAD		CANDIDATE	RECONSTRUCT INTERCHANGE	N/A	N/A		N/A	0.860		1,429	635	230	LOW
SJ	5.3	15.0	10-0E610K	SR-120 IN MANTECA	ARCH RD. IN S. STOCKTON	CANDIDATE	WIDEN 4F TO 6F	0.012	0.014	LOW	0.840	0.800	MED	22,725	10,100	230	LOW
SJ	15.0	18.6	10-3A1000	0.6 KM N. OF ARCH RD	0.2 KM S. OF RTE 4 WEST	PROGRAMMED	WIDEN TO 6 LANES	0.003	0.011	LOW	0.960	0.890	MED	9,583	4,259	230	LOW
SJ	16.4	17.5	none	SR-99 @ MARIPOSA RD. AND FARMINGTON		CANDIDATE	RECONSTRUCT AND COMBINE INTERCHANGES (STAGES 1 & 2)	N/A	N/A		N/A	0.910		3,123	1,622	190	LOW
SJ	23.5	24.5	10-0L140K	SR-99 @ MORADA LAN IN STOCKTON		CANDIDATE	RECONSTRUCT INTERCHANGE	N/A	N/A		N/A	0.640		842	41	2,060	HIGH
SJ	25.2	25.4	10-0L130K	SR-99 @ EIGHT MILE RD. IN STOCKTON		CANDIDATE	RECONSTRUCT INTERCHANGE	N/A	N/A		N/A	0.620		2,322	89	2,610	HIGH
SJ	28.3		none	HARNEY RD.	SACRAMENTO COUNTY LINE	CANDIDATE	WIDEN 4F TO 6F	0.011	0.016	LOW	0.660	0.700	LOW	12,914	2,980	430	LOW

1/9/2006

Figure B.4 Safety and Mobility Performance Measures for District 10

Appendix C

Transportation Funding Categories

Federal Programs				
Program	**Allocation Process**	**Eligible Uses**	**Program Type**	**Applicable To Rte. 99**
Bridge Replacement / Rehabilitation (HBRR)	Competitive statewide based on need & merit	State & local ighway bridge rehab. and replacement	Categorical	X
Congestion Mitigation & Air Quality (CMAQ)	MPO selects projects by competitive bid	Transportation projects that improve air quality	Categorical	Maybe
Emergency Relief(ER)	Competitive statewide based on need & merit	Repair State and local roads eligible for federal funds in disaster areas	Categorical	X
Hazard Elimination & Safety Program (HES)	Competitive statewide based on need & merit	State and local road safety improvements	Categorical	X
Interstate Maintenance Program(IM)	Competitive statewide based on need & merit	Interstate system maintenance projects	Categorical	Future
National Highway System Program (NHS)	Competitive statewide based on need & merit	All highway type projects	Categorical	X
Surface Transportation Program(STP)	Competitive statewide and regionally	STP designated highway and bridge projs, bus terminals, transit capital	Categorical	Maybe
Special Federal Earmarks	Federal legislation	Any type transp. project	Categorical	X
Transportation Enhancement(TE)	100% competitive ITIP statewide; RTIP local	Aesthetic & environmental improvement projects	Categorical	X
Safe Routes To Schools	Statewide Competitive	Signals, ped. overcrossings, crosswalks	Categorical	X

State Programs				
Program	**Allocation Process**	**Eligible Projects**	**Program Type**	**Applicable To Rte. 99**
Interregional Improvement Program(IIP)	Statewide competitive through Caltrans	Rural highway projects on IIP State highways & urban extensions that generate economic development	Programming	X
Regional Improvement Program(RIP)	MPO selects projects by competitive bid	All types of highway projects on and off the State Hwy System	Programming	X
State Highway Operation and Protection Program(SHOPP)	Statewide competitive through Caltrans	State Highway System safety, operation and rehabilitation projrcts	Programming	X
Traffic Congestion Relief Program(TCRP)	Legislation or STIP	All types of transportation projects	Categorical	X
Transportation Development Act	Use determined by MPO	Transit, roads, bikes, pedestrian facilities	Categorical	X
Bike Transportation Account	Statewide competitive through Caltrans	Bicycle facilities	Categorical	

Local Programs				
Program	**Allocation Process**	**Eligible Projects**	**Program Type**	**Applicable To Rte. 99**
Local Sales Tax Measure ie. Fresno,Madera, San Joaquin Counties	Expenditure Plan	Highways, streets, rail, bus, bicycle, pedestrian	Expenditure Plan	X
Local Fees/Development Impact Fees	Local agency selection	All types	Local budget	X
Local Agency Budget	Annual budget process	Any specified use	Local budget	X

Figure C.1 Transportation Funding Categories

Appendix D

SAFETEA-LU Earmarks

11/14/2005

District	County	State Route	HR3 HPP #	Description	Amount	Program
6	Madera	99/145	1830	City of Madera, CA Improve SR99-SR145 Interchange	$ 2,400,000	HPP
6	Tulare	99	*3132*	Improvements/Widening of SR 99 from Goshen to Kingsburg in Tulare county, California	$ 6,560,000	HPP
6	Tulare	99	*3800*	Improvements /widening of SR 99 from Goshen to Kingsbury in Tulare County	$ 8,000,000	HPP
10	Merced	99		Hilmar Turlock California 99 Interchange Engineering and Construction	$ 1,000,000	TI
10	Stanislaus	99	716	Conduct a Project Study Report for new Highway 99 interchange between SR 165 and Bradbury Road, serving Turlock/Hilmar region	$ 400,000	HPP
				Total	$ 18,360,000	

Figure D.1 2004 Federal SAFETEA-LU Earmarks

Appendix E

Projected Ten-Year Maintenance Cost

SAN JOAQUIN VALLEY - ROUTE 99 - FUTURE MAINTENANCE COST

11/21/2005

ROADWORK / COUNTY	AVG. ANNUAL COST FOR LAST FOUR YRS.	COST FOR 05/06 FY	COST FOR 06/07 FY	COST FOR 07/08 FY	COST FOR 08/09 FY	COST FOR 09/10 FY	COST FOR 10/11 FY	COST FOR 11/12 FY	COST FOR 12/13 FY	COST FOR 13/14 FY	COST FOR 14/15 FY	TOTAL COST PER CO. FROM 05/06 FY TO 14/15 FY
	COST	3% INCREASE	4% INCREASE	4% INCREASE	4% INCREASE	5% INCREASE	5% INCREASE	5% INCREASE	5% INCREASE	6% INCREASE	6% INCREASE	
KERN COUNTY												
HM1-Roadbed (Pavement)	$213,704	$220,115	$228,920	$238,077	$247,600	$259,980	$267,779	$275,812	$284,087	$292,609	$301,388	$2,830,069
* HM2-Roadside (Landscape)	$783,582	$807,089	$839,373	$872,948	$907,866	$953,259	$981,857	$1,011,313	$1,041,652	$1,072,902	$1,105,089	$10,376,929
HM3-Structures (Bridges)	$91,508	$94,253	$98,023	$101,944	$106,022	$111,323	$114,663	$118,103	$121,646	$125,295	$129,054	$1,211,835
HM4-Electrical/Traffic Guidance	$378,803	$390,167	$405,774	$422,005	$438,885	$460,829	$474,654	$488,894	$503,560	$518,667	$534,227	$5,016,465
HM5- Support/Training	$302,748	$311,830	$324,304	$337,276	$350,767	$368,305	$379,354	$390,735	$402,457	$414,531	$426,967	$4,009,274
HM6-Storms	$124,661	$128,401	$133,537	$138,878	$144,433	$151,655	$156,205	$160,891	$165,718	$170,689	$175,810	$1,650,878
KERN CO TOTAL COST	$1,895,006	$1,951,856	$2,029,930	$2,111,128	$2,195,573	$2,305,351	$2,374,512	$2,445,747	$2,519,120	$2,594,693	$2,672,534	**$25,095,451**
PER MILE COST (57.58 MI)	$32,911	$33,898	$35,254	$36,664	$38,131	$40,037	$41,238	$42,476	$43,750	$45,062	$46,414	$402,925
TULARE COUNTY												
HM1-Roadbed (Pavement)	$126,886	$130,693	$135,920	$141,357	$147,011	$154,362	$162,080	$170,184	$178,693	$189,415	$198,886	$1,608,601
* HM2-Roadside (Landscape)	$465,248	$479,205	$498,374	$518,309	$539,041	$565,993	$594,293	$624,007	$655,208	$694,520	$729,246	$5,898,195
HM3-Structures (Bridges)	$59,789	$61,583	$64,046	$66,608	$69,272	$72,736	$76,373	$80,191	$84,201	$89,253	$93,715	$757,977
HM4-Electrical/Traffic Guidance	$244,135	$251,459	$261,517	$271,978	$282,857	$297,000	$311,850	$327,443	$343,815	$364,444	$382,666	$3,095,029
HM5- Support/B47Training	$179,755	$185,148	$192,554	$200,256	$208,266	$218,679	$229,613	$241,094	$253,149	$268,337	$281,754	$2,278,849
HM6-Storms	$74,017	$76,238	$79,287	$82,458	$85,757	$90,045	$94,547	$99,274	$104,238	$110,492	$116,017	$938,353
TULARE CO TOTAL COST	$1,149,830	$1,184,325	$1,231,698	$1,280,966	$1,332,204	$1,398,815	$1,468,755	$1,542,193	$1,619,303	$1,716,461	$1,802,284	**$14,577,004**
PER MILE COST (53.94 MI)	$21,317	$21,956	$22,835	$23,748	$24,698	$25,933	$27,229	$28,591	$30,020	$31,822	$33,413	$270,245
FRESNO COUNTY												
HM1-Roadbed (Pavement)	$247,223	$254,640	$264,825	$275,418	$286,435	$300,757	$315,795	$331,584	$348,164	$369,053	$391,197	$3,137,867
* HM2-Roadside (Landscape)	$906,484	$933,679	$971,026	$1,009,867	$1,050,261	$1,102,774	$1,157,913	$1,215,809	$1,276,599	$1,353,195	$1,434,387	$11,505,510
HM3-Structures (Bridges)	$78,832	$81,197	$84,445	$87,823	$91,336	$95,902	$100,697	$105,732	$111,019	$117,680	$124,741	$1,000,572
HM4-Electrical/Traffic Guidance	$440,097	$453,300	$471,432	$490,289	$509,901	$535,396	$562,166	$590,274	$619,788	$656,975	$696,393	$5,585,913
HM5- Support/ Training	$350,233	$360,740	$375,170	$390,176	$405,783	$426,073	$447,376	$469,745	$493,232	$522,826	$554,196	$4,445,318
HM6-Storms	$144,213	$148,539	$154,481	$160,660	$167,087	$175,441	$184,213	$193,424	$203,095	$215,281	$228,197	$1,830,417
FRESNO CO TOTAL COST	$2,167,082	$2,232,094	$2,321,378	$2,414,233	$2,510,803	$2,636,343	$2,768,160	$2,906,568	$3,051,896	$3,235,010	$3,429,111	**$27,505,597**
PER MILE COST (31.61 MI)	$68,557	$70,614	$73,438	$76,376	$79,431	$83,402	$87,572	$91,951	$96,548	$102,341	$108,482	$870,155
MADERA CO												
HM1-Roadbed (Pavement)	$75,214	$77,470	$80,569	$83,792	$87,144	$91,501	$96,076	$100,880	$105,924	$112,279	$119,016	$954,651
* HM2-Roadside (Landscape)	$275,785	$284,059	$295,421	$307,238	$319,527	$335,504	$352,279	$369,893	$388,387	$411,691	$436,392	$3,500,389
HM3-Structures (Bridges)	$25,949	$26,727	$27,797	$28,908	$30,065	$31,568	$33,146	$34,804	$36,544	$38,737	$41,061	$329,357
HM4-Electrical/Traffic Guidance	$145,250	$149,608	$155,592	$161,815	$168,288	$176,702	$185,538	$194,815	$204,555	$216,829	$229,838	$1,843,579
HM5- Support/Training	$106,553	$109,750	$114,140	$118,705	$123,453	$129,626	$136,107	$142,913	$150,058	$159,062	$168,606	$1,352,419
HM6-Storms	$43,873	$45,189	$46,997	$48,877	$50,832	$53,373	$56,042	$58,844	$61,786	$65,493	$69,423	$556,856
MADERA CO TOTAL COST	$672,624	$692,803	$720,515	$749,335	$779,309	$818,274	$859,188	$902,147	$947,255	$1,004,090	$1,064,335	**$8,537,252**
PER MILE COST (29.36 MI)	$22,956	$23,645	$24,591	$25,575	$26,598	$27,927	$29,324	$30,790	$32,330	$34,269	$36,325	$291,374

* HM2-ROADSIDE TOTAL COST REPRESENT 35% for LANDSCAPE, 40% FOR VEGETATION and 25% for LITTER

Figure E.1 San Joaquin Valley – State Route 99 – Future Maintenance Cost

Future Maintenance Cost continued

ROADWORK / COUNTY	AVG. ANNUAL COST FOR LAST FOUR YRS.	COST FOR 06/07 FY	COST FOR 07/08 FY	COST FOR 08/09 FY	COST FOR 09/10 FY	COST FOR 10/11 FY	COST FOR 11/12 FY	COST FOR 12/13 FY	COST FOR 13/14 FY	COST FOR 14/15 FY	TOTAL COST PER CO. FROM 05/06 FY TO 14/15 FY
	COST	4% INCREASE	4% INCREASE	4% INCREASE	5% INCREASE	5% INCREASE	5% INCREASE	5% INCREASE	6% INCREASE	6% INCREASE	
MERCED COUNTY											
HM1-Roadbed (Pavement)	$182,269	$195,247	$203,056	$211,179	$221,738	$232,824	$244,466	$256,689	$272,090	$288,416	$2,313,442
* HM2-Roadside (Landscape)	$668,319	$715,903	$744,539	$774,321	$813,037	$853,689	$896,373	$941,192	$997,664	$1,057,523	$8,482,611
HM3-Structures (Bridges)	$30,378	$32,541	$33,843	$35,196	$36,956	$38,804	$40,744	$42,781	$45,348	$48,069	$385,571
HM4-Electrical/Traffic Gudance	$288,592	$309,140	$321,505	$334,366	$351,084	$368,638	$387,070	$406,423	$430,809	$456,657	$3,662,942
HM5- Support/Training	$258,214	$276,599	$287,663	$299,169	$314,128	$329,834	$346,326	$363,642	$385,461	$408,588	$3,277,370
HM6-Storms	$106,323	$113,893	$118,449	$123,187	$129,346	$135,814	$142,604	$149,734	$158,718	$168,242	$1,349,500
MERCED CO TOTAL COST	$1,534,095	$1,643,323	$1,709,055	$1,777,418	$1,866,289	$1,959,603	$2,057,583	$2,160,462	$2,290,090	$2,427,495	$19,471,436
PER MILE COST (37.41 MI)	$41,008	$43,927	$45,684	$47,512	$49,887	$52,382	$55,001	$57,751	$61,216	$64,889	$520,487
STANISLAUS COUNTY											
HM1-Roadbed (Pavement)	$191,323	$204,945	$211,094	$217,426	$228,298	$239,713	$251,698	$264,283	$280,140	$296,948	$2,393,521
* HM2-Roadside (Landscape)	$701,519	$751,467	$774,011	$797,232	$837,093	$878,948	$922,895	$969,040	$1,027,182	$1,088,813	$8,776,261
HM3-Structures (Bridges)	$31,887	$34,157	$35,182	$36,238	$38,049	$39,952	$41,949	$44,047	$46,690	$49,491	$398,918
HM4-Electrical/Traffic Gudance	$302,929	$324,498	$334,232	$344,259	$361,472	$379,546	$398,523	$418,450	$443,556	$470,170	$3,789,753
HM5- Support/Training	$271,041	$290,339	$299,049	$308,021	$323,422	$339,593	$356,573	$374,401	$396,865	$420,677	$3,390,823
HM6-Storms	$111,605	$119,551	$123,138	$126,832	$133,174	$139,832	$146,824	$154,165	$163,415	$173,220	$1,396,220
STANISLAUS CO TOTAL COST	$1,610,304	$1,724,958	$1,776,706	$1,830,008	$1,921,508	$2,017,583	$2,118,463	$2,224,386	$2,357,849	$2,499,320	$20,145,496
PER MILE COST (25.06 MI)	$64,258	$68,833	$70,898	$73,025	$76,676	$80,510	$84,536	$88,762	$94,088	$99,733	$803,890
SAN JOAQUIN COUNTY											
HM1-Roadbed (Pavement)	$206,915	$221,647	$230,513	$239,734	$251,720	$264,306	$277,522	$291,398	$308,882	$327,415	$2,626,260
* HM2-Roadside (Landscape)	$758,688	$812,707	$845,215	$879,023	$922,975	$969,123	$1,017,580	$1,068,458	$1,132,566	$1,200,520	$9,629,615
HM3-Structures (Bridges)	$34,486	$36,941	$38,419	$39,956	$41,954	$44,051	$46,254	$48,567	$51,481	$54,569	$437,712
HM4-Electrical/Traffic Gudance	$327,615	$350,941	$364,979	$379,578	$398,557	$418,485	$439,409	$461,379	$489,062	$518,406	$4,158,240
HM5- Support/Training	$293,130	$314,001	$326,561	$339,623	$356,604	$374,435	$393,156	$412,814	$437,583	$463,838	$3,720,540
HM6-Storms	$12,070	$12,929	$13,447	$13,984	$14,684	$15,418	$16,189	$16,998	$18,018	$19,099	$153,198
SAN JOAQUIN CO TOTAL COST	$1,632,904	$1,749,167	$1,819,133	$1,891,899	$1,986,494	$2,085,818	$2,190,109	$2,299,615	$2,437,592	$2,583,847	$20,725,565
PER MILE COST (37.78 MI)	$43,661	$46,769	$48,640	$50,586	$53,115	$55,771	$58,559	$61,487	$65,176	$69,087	$554,159
										GRAND TOTAL	$136,057,800
										GRAND TOTAL PER MILE COST	$3,713,236

* HM2-ROADSIDE TOTAL COST REPRESENT 35% for LANDSCAPE, 40% FOR VEGETATION and 25% for LITTER